



THUR



Several hundred persons left the warmth of their homes early this morning and shivered in the vicinity of India and Centre Streets to watch firemen battle a blaze (top picture), that broke out before dawn in the house at 14 India Street. Bottom picture shows gaping hole in the roof after the fire had been brought under control.

Spectacular Early Morning Fire Guts Old Ayres Building on India Street

A spectacular two-alarm fire early this morning gutted the old Fred Ayers house at 14 India Street causing a loss estimated at between \$30,000 and \$40,000. The fire left the front portion of the house a charred shell with the roof burned out. Cause of the fire is undetermined.

The fire apparently started in the front of the house and must have been burning several hours before it burst through the roof and the upstairs windows. When firemen arrived they found the house a mass of flames with sparks and flames shooting about 75 feet in the air.

Two persons telephoned alarms about the same time, at 4:50 a.m. Seaman William M. Kalgren was on duty at Brant Point Coast Guard Station when he happened to look out the window of the watch room and saw a red glow in the sky. He telephoned the alarm to the Nantucket Police Department who notified the man on duty at the Central Fire Station next door.

The other alarm was given by Roswell Minott, an I. & M. employee, who lives at the corner of India and Centre Streets. He called the Central Fire Station direct and told them the location of the fire.

Orders Second Alarm

Soon after he arrived at the scene, Fire Chief Irving T. Bartlett ordered a second alarm sounded to bring more volunteers and apparatus to assist in bringing the fire under control.

The 75-foot aerial ladder truck was moved to a position in front of the burning structure where its ladder could be put to a good use to enable firemen to pour water from a hose into the heat of the blaze.

Firemen fought the fire for four and a half hours before the all-out was sounded at 9:30. India Street was a mass of hoses on the ground and one pumper was hooked to the hydrant on Main Street, near Orange, with its hose extended along Centre Street.

Lack of wind aided the firemen in keeping the flames from spreading to other nearby homes. The wind draft from the fire sent a few

sparks in the direction of Liberty and Main Street and caused Mr. and Mrs. Charles E. Flanagan to take their children from their home on Liberty Street.

House Being Renovated

Mrs. James F. Merriman of St. Davis, Pa., purchased the property last September from Mr. and Mrs. Robert T. Leadbetter of Montclair, N. J., and was having it completely renovated from top to bottom. She had hoped to occupy it by May 1 and spend at least six months of every year here.

Mrs. Merriman arrived here Monday to spend a few days inspecting the progress of the renovation work. She was staying at the Jared Coffin House and was notified of the fire by Leon Royal, who lives nearby.

Mrs. Merriman said the house was partially covered by insurance and indicated she has suffered a heavy loss. The only furnishings in the house were new kitchen appliances that were delivered last week and were still in their crates.



AN OLD "SPOUTER" UNDER WAY ACROSS THE SEAS

SATURDAY MORNING, AUGUST 6, 1910

THREE VENERABLE MASTER MARINERS

The Last of Nantucket's Famous Band of Sea Captains.
All Are Octogenarians. Their Life Histories.

Ten years ago Nantucket boasted of fifteen men who had been master mariners in the island's palmier days. Today but three are left, the other twelve having one by one dropped anchor at the end of life's voyage. Since 1900 those who have answered the final summons are Obed Swain, Charles Grant, Obed R. Bunker, James F. Brown, Edward B. Hussey, Barzillai Luce, Charles H. Rule, William T. Swain, Reuben R. Hobbs, William H. Tice, Samuel Harris and Oliver C. Folger. The three survivors are Thaddeus C. Defriez, Edward B. Coffin and William M. Eldredge, and they are actually the only remaining link which connects the Nantucket of the present with the active, bustling Nantucket of the old whaling times.

These three venerable master mariners are now all octogenarians, Captain Defriez being the eldest with 88 years to his credit, Captain Coffin coming next with 86 years on his shoulders, and Captain Eldredge, with his 84 years of active life, holding the position as the youngest of this remarkable trio of old-time ship captains. Each has a wealth of seafaring at his command, blessed with an excellent memory which brings fresh to mind in an instant the incidents of fifty or sixty, and even seventy, years ago, when whaling was the main support of Nantucket and its hardy citizens.

Captain Thaddeus C. Defriez, who is better known to the present generation as "Judge" Defriez, having a few years ago retired from the Probate bench after serving there nearly three decades, was born in Nantucket, October 14, 1822, a direct descendant of the famous Tristram Coffin. In his boyhood he attended the public schools of the town, and at one time was a pupil in the Coffin School, afterwards learning the cooper's trade. At the age of seventeen he commenced his whaling career, to his active, youthful mind a sailor's life being the ideal occupation. Defriez made his first voyage as a cooper on the ship *Catawba*, which sailed out of Edgartown on the 2d of February, 1840, under command of Capt. Henry Pease. The *Catawba* was a Nantucket ship, which fitted out and sailed from Edgartown, owing to the light draft of water on the Nantucket bar at that period. She was gone forty-four months, returning on the 21st of October, 1843, with 2,009 barrels of sperm oil and 40 barrels of whale oil.

Defriez remained at home nearly two years after the completion of his first voyage, his next venture at sea



Captain Thaddeus C. Defriez

being as boat-steerer in the ship *Edward Cary*, Capt. Benjamin C. Sayer, which sailed from Nantucket, October 9, 1845, and returned on March 28, 1848, with 175 barrels of sperm oil, 2500 barrels of whale oil and 11,000 pounds of whale bone. This was a cruise on the northwest coast, and was a very successful voyage, besides the above cargo, the ship sending home 11,578 pounds of whalebone during the trip.

He stayed at home until the 25th of July, 1848, and then sailed as second mate of ship *Sharon* of Fairhaven, commanded by Capt. Nathaniel Bonney. Before the voyage was completed the captain came back home in feeble health, the mate, George Rule, (an uncle of George Cobb Rule of Nantucket) taking command of the ship for the remainder of the voyage. Defriez was advanced to the position of first mate and he remained in that capacity during the rest of the voyage, the *Sharon* returning home on July 31, 1852.

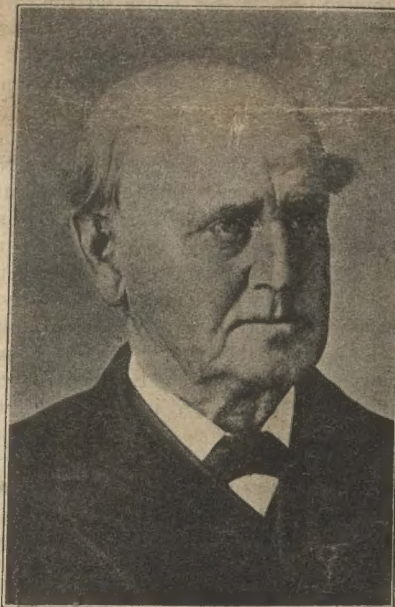
Six months later, on the 22d of December, Thaddeus C. Defriez was given command of his first ship, sailing from Nantucket as master of the *Richard Mitchell*, (owned by Field, Sanford and others), for a sperm whale voyage, with the understanding that the first cruise should be in the Arctic ocean, for bowhead whales. Captain Defriez's first venture as master was not particularly successful, but he was not alone in hard luck, for none of the fifty-two ships which cruised in the northern waters that season struck luck. On his return home he was given command of the *Sacramento*, of Westport, sailing from that port May 27, 1858, and returning June 16, 1863.

His return was at a time when the pirate *Florida* was engaged in destroying the ships of the loyal states, and Captain Defriez carried no lights at night when nearing this coast. He brought his ship in by the South Shoals lightship in a thick fog, and the day after he passed the fishing fleet off the lightship, a number of the vessels were burned. With the completion of this voyage he gave up whaling and remained on shore.

In 1868 he was appointed Register of Probate and Insolvency by Governor Bullock, to fill a vacancy, and later was appointed Collector of Customs for the port of Nantucket. This position he held until 1873, when he resigned to accept the position of Judge of Probate and Insolvency, which office he held with dignity and honor until January, 1908, when increasing

years compelled him to retire to private life. Captain Defriez is still hale and hearty, however, and is a remarkably well preserved man for his years.

Of a genial disposition, Captain Edward B. Coffin is commonly known as "Cap'n Coffin," and although physical disabilities prevent him from leaving his home on Centre street except on rare occasions, he still main-



Captain Edward B. Coffin

tains a keen interest in all that goes on in his native town. He was born on the 26th of May, 1825, in a house which stood near the junction of North Liberty street and Cliff Road, and, like the average boy of his time, was able to receive but little schooling. In early life he learned the cooper's trade with Charles Myrick, and at the age of seventeen left Nantucket on his first voyage whaling, with Capt. Edwin Barnard, on the bark *Peru*, which sailed from Nantucket on the 10th of May, 1843.

His first experience on a whaleship covered 40 months, and when the *Peru* returned to her home port, September 19, 1846, the whole catch amounted to but 966 barrels of sperm oil. But he was not discouraged, and by December of the same year he was again at sea, this time as a boat-steerer on ship *Napoleon*, which sailed from Nantucket, December 31, 1846, and returned May 15, 1851, with 2,100 barrels of sperm oil, taken in the Pacific Ocean.

Then he signed as second mate for a voyage in brig Sea Queen of Westport, commanded by Captain Joseph Marshall. This voyage began October 15, 1851, and ended April 26, 1855, during which time the vessel took 1,500 barrels of sperm oil.

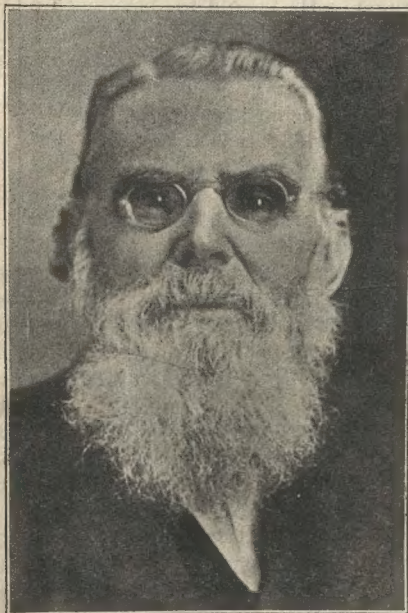
His next voyage was as first officer of the old ship Citizen, Captain William Cash, sailing from Nantucket, October 29, 1855, and in the 45 months which the ship was out, she stowed down 2,100 barrels of sperm and about 150 barrels of whale oil, besides 900 pounds of whalebone, which was sent home. Capt. Coffin celebrated the Fourth of July in 1859 by walking in upon his relatives from that cruise.

May 3d, 1860, he was given his first command—bark Sappho, sailing for O. & E. W. Seabury, from New Bedford. It was a Pacific ocean cruise, which ended July 18, 1863, and in that time he took 1,400 barrels of sperm oil. Three months later he was again at sea in the same ship, and in less than three years he had filled the ship with sperm oil, which sold at \$2.50 a gallon, netting him, as his share of the cruise, \$10,000.

Then, on August 15, 1867, he took command of ship Mt. Wollaston, for a cruise in the Pacific ocean, and completing the voyage August 9, 1871, with a record of 1,300 barrels of sperm oil, decided to abandon the seas, and has since remained on shore, engaging in farming on a small scale, up to a few years ago.

At the completion of his third voyage, Captain Coffin decided to take unto himself a life partner, and on the 6th of September, 1855, married Miss Delia Maria Hussey, of Nantucket, and for fifty-five years the two have lived together as husband and wife, faithful and true companions over life's voyage, spending their declining years in their little cottage home on Centre street, which Captain Coffin had built for him some twenty years ago.

Of Nantucket's trio of aged master mariners, probably Captain William M. Eldredge is the best known to members of Nantucket's summer



Captain William M. Eldredge

colony, having gained a wide acquaintance among the island's visiting population through a long residence at "North Shore," and by even closer contact with many of them during the years in which "Uncle William" drove a public carriage for a livelihood. Even at this late period, and despite his four-score-and-four years, he mingles among the summer visitors

almost daily, offering for sale copies of "The Story of the Island Steamers," in which book a likeness of the venerable salt appears in connection with the loss of ship Joseph Starbuck away back in 1842.

Like his two older brethren of the deep sea, Captain Eldredge is a native of Nantucket, and is proud of the fact. He was born in the little house on Farmer street now owned by Oscar Norcross, and first saw the light of day on the 9th of May, 1826. He went to school until ten years old, and then entered the employ of Hadwen & Barney, working for them two years in their candle house which stood just west of Pleasant street. A third year he spent in the employ of C. G. & H. Coffin, in their candle-house near the south beach, and then lived two years with his father on his farm at Pocomo.

When he was sixteen years of age, Eldredge decided upon a seafaring life, and shipped as "boy" on the Joseph Starbuck, which sailed from Nantucket on the 27th of November, 1842, bound for Edgartown, where she was to load supplies for a whaling voyage to the Pacific. The good ship never reached Edgartown, for she encountered bad weather outside Nantucket bar and was wrecked, becoming a total loss. Of the band of men who manned that staunch vessel when she left Nantucket, Captain Eldredge is the sole survivor, and his story of the disaster, as he relates it in detail, teems with interest.

Meeting with ship-wreck on his first voyage did not dampen the ardor of Eldredge for a seaman's life, and on the 18th of July, 1843, he sailed on ship Empire, with Capt. Charles A. Veeder, and was gone over four years, the voyage ending on November 27, 1847, when the ship returned to Nantucket with 2,076 barrels of sperm oil and 35 barrels of whale oil. On April 7, 1849, Eldredge sailed as second mate with Capt. Reuben F. Starbuck on the brig Tyleston of Nantucket, for an Atlantic ocean voyage. The cruise was an unlucky one and the ship returned in July of the following year, having taken but 30 barrels of sperm oil and 80 barrels of whale oil.

In 1851, he sailed as second mate of ship Midas of New Bedford, Captain Woodbridge, the vessel going up into the Arctic and making a very good voyage of about two years. Eldredge's next venture was as mate of the bark Lewis of New Bedford, which sailed in the winter of 1853. This proved to be a "drunken voyage," and Eldredge left the ship at the Sandwich Islands, returning home in the Emerald, of Sag Harbor.

He made his first voyage as mate in 1856, on the ship Isabella of New Bedford, but was taken sick when the vessel was nearing the Sandwich Islands and was obliged to leave her at Honolulu. Being in poor health, he went to California, and there sent home for his wife (whom he married in 1853) and in 1858 they returned to their home in Nantucket, Eldredge desiring to sign for another voyage. Only a few days after his arrival in Nantucket he shipped as mate on the merchantman Samuel Robinson of Fairhaven, on a voyage to Honolulu with a cargo of "knick-knacks." From this time forth Eldredge continued in the merchant service, following the Honolulu trade for about ten years, and "rounding the Horn" seventeen times.

In 1861 he went out on the West Wind for \$17 per month, leaving the vessel at Honolulu to take his first command, coming home as master of ship Nassau of New Bedford with a salary of \$100 per month. He made two more voyages as master, both to Honolulu, and both on New Bedford ships, the first in command of the Hawaii and the second in command of the Asia. In 1868 he decided to make one more voyage and shipped as mate of the brig Heman Smith of Boston, on an Atlantic whaling cruise lasting twenty months.

This was his last voyage and upon his return home in 1870 Captain Eldredge gave up the sea and engaged in farming, which he followed up to ten years ago, when failing eyesight compelled him to give up an active life. For a man eighty-four years of age, however, Captain Eldredge is remarkably well preserved, and walks several miles every day without fatigue. As "Uncle William," he is greeted by all classes, and he responds with a cheery word to all who pass him by, whether it be a child of five years or a man or woman of sixty—he is "Uncle" to them all.

Yacht Dauntless

CAPT. C. M. COFFIN

Ferry-boat for Bathing Beach

Will leave Old North wharf daily at 9.30, 10.30 and 11.30.

Will leave Bathing Beach at 10 and 11 a. m. and 12 m.

CLAM BAKES

Captain Coffin is prepared to serve Clam Bakes for pleasure parties on short notice. Jy9 sea

1868---Artificial Teeth---1910

Made by me, forty-two years ago, now in use. My laboratory has the latest improved dental appliances. Good service and natural appearance I will insure in full or partial sets of teeth.

ARTHUR ELWELL JENKS, DENTIST

Office: 18 North Water Street.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in this town, July 31, by the Rev. S. D. Hosmer, Obed G. Smith and Miss Caroline Coleman.

Married, in this town, 28th ult., by the Rev. C. S. McReading, Jr., Reuben R. Hobbs and Mrs. Susan B. Hinckley.

Upwards of three hundred graduates of the High school met at the Methodist Chapel, Thursday morning, to organize an Alumni Association.

FORTY YEARS AGO.

Married, in Albany, N. Y., July 5, the Hon. John Ryle, Mayor of Paterson, N. J., and Mrs. Lucy W. Lindley, formerly of Nantucket.

Schooner M. B. Tower, of Boston, has thus far this year brought in 967 barrels of mackerel, which is ahead of anything yet reported.

The census of 1870 shows the following figures; Number of dwellings in Nantucket, 1,236; families, 1,160; number of white males, 1,796, females, 2,249; colored males, 31; females, 54; total number of inhabitants, 4,130; total number of males above 21 years of age, 1,157; number of foreign born males, 96; females, 101. The total number of inhabitants in 1865 was 4,380. Decrease in five years, 700, or about 14½ per cent.

THIRTY-FIVE YEARS AGO.

One hundred and sixty passengers came on the noon boat, Friday.

A heavy surf broke upon the south shore, Tuesday, caused by a high southeaster.

Married, in South Abington, 1st inst., George C. Beal and Miss Emma F. Cathcart.

A cat-rigged boat belonging to W. I. Fisher, which was moored at the north side of the steamboat wharf, sunk during the storm of Monday and Tuesday.

THIRTY YEARS AGO.

Thirteen sharks lay upon the beach at Wauwinet, Thursday.

Two inches of water fell during Wednesday night and Thursday.

The Obed Bunker house, on Lily street, is being razed by William H. Chadwick.

On Saturday last, Simeon L. Lewis met with a serious accident, while trimming the grass in a yard in the Prospect Hill Cemetery. He struck a bee's nest, and in attempting to brush off the insects with a twig, hit his arm against the sickle which he held, cutting a deep gash just below his shoulder. He received surgical aid from Drs. Pitman and Ellis.

TWENTY-FIVE YEARS AGO.

Gardner street is receiving attention from the surveyor.

Andrew C. Coleman has raised a bean which measures nine and a quarter inches and weighs half an ounce.

Lightning struck the railroad track near Weweeder, Saturday, splitting one of the sleepers, but otherwise doing no damage.

The house and land on Vestal street, belonging to the estate of the late Gorham Hussey, has been sold to H. H. Bonville, of Philadelphia.

TWENTY YEARS AGO.

Steamer Ocean Queen took a party of twelve to the sword-fishing grounds, Wednesday.

George W. Burdick has laid a wide and substantial plank walk from his bath houses to the pier.

John M. Loomis, of Greenport, came into the harbor, Tuesday evening, on his 108-foot yacht Viking.

Miss Lillian Chandler and Mrs. Chandler Pillsbury, of Boston, will give a concert in the parlors of the hotel Nantucket, next Wednesday morning.

FIFTEEN YEARS AGO.

The life-saving crews went on duty Thursday morning.

Several parties from Nantucket have gone to Newport to witness the races.

"Hands Across the Sea" will be presented at the Athenaeum, Friday and Saturday evenings.

The Rt. Honorable William R. Nicholson, Bishop of the Reformed Episcopal church of Philadelphia, conducted the morning service in the First Congregational church, on Sunday.

TEN YEARS AGO.

Schooner Edward W. Perry arrived Monday with a cargo of ice for the Wannacomet Ice Company.

Barge Island Home, which recently went ashore on Jersey flats, has been hauled into Fall River for repairs.

Married, in New Rochelle, N. Y., May 30, Henry U. Lockwood and Miss Sadie C. Hoy. Announced this week.

Sloops Gracie, of Boston, and Sally IV, of Marblehead; schooners Agricola and Albatross, of New York; and knockabout Micaboo, of Boston, have been in port this week.

FIVE YEARS AGO.

Catboat Samoset had a new sail bent, Thursday.

New Bedford's tax rate for this year is \$17.50 per thousand.

Capt. W. E. Burchell left Monday as sailing master of Orin Wood's catboat Dragon.

Catboat Dauntless is now running on her thirty-third season of service as ferryboat between Old North wharf and the bathing beach.

Selectmen's Notice

AUTOMOBILES are hereby excluded from the following particular roads and ways of the town of Nantucket, namely: Broad street extension, Broad, North Beach, North Water, South Water, Main, Federal, Centre, Union, Orange, Pleasant, Cliff road, Polpis road; and from the following streets in the village of Siasconset, namely: Main, New, School, Chapel, Shell, Broadway, McKinley Avenue, Ocean Avenue, Morey Lane, from June 15 to September 15, inclusive.

By order of the Selectmen,
E. H. Jernegan, Sec'y.

THE OLDEST HOUSE

OPEN FOR THE SEASON
MONOMOY
"House of the Lamb"
I give special attention to the care of cemetery lots and guarantee satisfaction.
Get my prices before ordering.
of all kinds.
Headstones and Monuments
Dealer in
Arthur Williams

Administrator's Sale of Real Estate

By virtue of a license of the Probate Court for Nantucket County, issued July 14th, 1910, will be sold at public auction, on the premises, on Tuesday, August 9th, 1910, at 9 o'clock a. m., the dwelling house and land situated on the west side of Pleasant street; also the garden plot opposite the homestead, and the cleared land near Swain's mill; all in that part of Nantucket known as Newtown, being the property of the late Sampson D. Pompey.

The personal property of said estate, consisting of household furnishings, will be sold on the premises immediately after the sale of the real estate.

Chas. H. Hammond, Adm.

Geo. E. Mooers, Auctioneer.
1923 3t

WAUWINET

Ferry-boats

Lillian and Emma J.

Will make regular trips between Nantucket and Wauwinet during the season, affording a delightful sail through Nantucket harbor, to and from this famous Shore Dinner Resort.

Fare 25 cents each way.

Hours of departure from Steamboat Wharf, Nantucket:

9 and 11 a. m., 2 and 4 p. m.

Boat leaves Wauwinet at the same hours: 9 and 11 a. m., 2 and 4 p. m.

Aug. 13, 1910.

Reminiscences

FORTY-FIVE YEARS AGO.

A number of yachts have been in the harbor, this week.

On Monday last, the Palmetto flag was hoisted under the Stars and Stripes on the Custom House, the banner being the identical one that was first hoisted over the Custom House in Charleston.

FORTY YEARS AGO.

Married, in Billerica, 14th inst., Capt. Charles A. Raulett and Miss Bella Faulkner.

The first women compositor in the government printing office was admitted Tuesday.

Married, in Gloucester, 29th ult., Horace Tuck, of this town, and Miss Rosada Bowen, of Gloucester.

THIRTY-FIVE YEARS AGO.

Sidney Fisher fell into the dock, last Monday.

A hop was enjoyed at the Springfield House, Saturday evening.

A. M. Myrick sells several parcels of real estate, at auction, on Monday next.

Josiah B. Gould is one of the crew of bark Aldine, which sailed from New Bedford last Monday for an Atlantic ocean voyage.

THIRTY YEARS AGO.

Several dead steers have drifted upon the shores this week.

Married, in Oakland, Cal., 18th ult., Charles S. Ives and Miss Belle M. Wisewell.

Married, in Truckee, Cal., 1st inst., William A. Coy and Miss Eliza G. Coffin, of Nantucket.

Steamer Monohansett made an excursion to this place, Thursday, from Oak Bluffs, bringing over 100 excursionists.

TWENTY-FIVE YEARS AGO.

M. B. Leighton is erecting a cottage house on Liberty street for Mrs. Mary Wilber.

Capt. W. H. Tice and Herbert Tobey caught three hundred perch in Hummock pond, on Monday.

A few days since, Capt. George C. Gardner, 2d, caught one hundred and thirty-seven perch at Miacomet pond.

John M. Orpin, superintendent of the Methodist Episcopal Sunday school, has tendered his resignation, on account of ill health.

TWENTY YEARS AGO.

Yacht Vesta caught 82 very fine bluefish, Monday, at Great point.

Dr. Welch and the Rev. Mr. Wheeler, of Bridgewater, are camping out at the head of Hummock pond.

Little Miss Mary Thatcher entertained friends at Sandusky cottage, Monday afternoon, on the occasion of her tenth birthday anniversary.

The Tristram Starbuck property, corner Main and Gardner streets, was sold at auction, Monday, by A. M. Myrick, Mrs. B. G. Tobey being the purchaser.

FIFTEEN YEARS AGO.

The Southern Massachusetts Telephone Company has completed its line to 'Seonset.

Manuel Thomas and a party made a haul of 480 bluefish, a few days ago, off Great Point.

Mrs. Samuel Lowell, jr., gave a tea Thursday afternoon, for Mrs. Charles C. Wilson, of Attleboro.

A. M. Myrick, auctioneer, on Monday last sold the William Hallett estate, Orange street, to Mrs. C. H. Dunham.

The Alexander D. Coffin estate, Orange street, was sold by George E. Mooers, Tuesday, to Mrs. Charles S. Glidden.

TEN YEARS AGO.

Perch are very plentiful in Sesachacha pond.

Schooner yacht Gunfred, of Boston, is anchored in the harbor.

Schooner Fred Tyler has been discharging a cargo of coal for C. C. Crosby, this week.

Ship Manuel Llaguno, of which John P. Conway, of this town, is first officer, arrived at Hong Kong on Monday, August 6th.

A large number of sailing parties were becalmed Thursday afternoon and launch Siren lent valuable assistance in towing them into the dock.

FIVE YEARS AGO.

Steam yacht Turbese, of New York, was in port, Sunday.

Catboat Buth, belonging to Norman Schultz, arrived this week from Osterville.

The Thompson estate on Orange street was sold at public auction, Tuesday, to Allen Coffin, Esq., for \$1,500.

Mrs. William Barnes, jr., on Sunday performed her annual feat of swimming from Commercial wharf across the harbor to Brant point, covering the distance easily, without exhaustion.

Industry Thrives

A Word to the Wise

from the old

Reliable Dealer

in Antiques.

We have on hand a fine line of

Sheffield Plated Ware

not made by the Taunton Plating Co., but by the original manufacturers of it in this country.

Designed from the Old English Patterns, by superior workmanship. Enough said from

Ye Olde Curiosity Shop

C. A. Chenoweth, Prop.
Pearl street, Nantucket.

SATURDAY NIGHT

(For the Inquirer and Mirror.)

Sankaty Head.

Here, where Nantucket*, like an emerald,
Gleams 'mid the azure sheen of Ocean's breast,
Where lotus-laden air in balmy rest
Exhales the breath of moorland flowers—surf-
called,

I sit on Sankaty's fair head; appalled
By Ocean's might I mark the prismic crest
Of giant waves hasting to be caressed
By the embracing shore, and gaze enthralled.
Majestic Ocean, tumultuous, vast,
What power of Nature can compare with thee,
Who careth not for Present nor for Past—
Smiling at Time while imaging Eternity?
Yet Man hath conquered thee, for here is cast
A beacon light to guide the ships at sea.

R. A. Douglas-Lithgow.

* The original Indian name of Nantucket, which, being interpreted, means "the place of the far away land."

Purchased Quaise Point Property.

It is pleasing to announce that in addition to his "thousand-acre chicken farm" at Tom Nevers Head, Edwin J. Hollister, of Hasbrouck Heights, N. J., and Nantucket, has purchased of Mrs. E. B. Harps the five hundred acres situated on the south side of Nantucket harbor known as "Quaise Point," where we understand he intends to establish a sheep farm. The sale of the Quaise property is the most important deal that has been consummated on Nantucket since Mr. Hollister secured the Tom Nevers property a couple of years ago, and it is all in line with the future development of Nantucket island, which is generally acknowledged to be a most promising location for the establishment of poultry farms and the sheep-raising industry.

BEACH HOUSE

SIASCONSET, NANTUCKET ISLAND.

OPEN JUNE FIRST.

Best location on the island. Surf bathing. An up-to-date family house. Every effort made to please guests. Send for booklet.

By telephoning ahead when visiting 'Sconset, Dinners, Suppers and Afternoon Teas can be arranged for, promptly, to order, for any number of persons from one to fifty.

G. HERBERT BRINTON, Proprietor.

The Hill Crest

Cliff Road, Nantucket.

Mrs. William Chauncey Smith, late of the Nevins Mansion, will open The New Hill Crest on May 1st, with every convenience provided for the comfort of guests. Newly furnished throughout. Located on the crown of the hill on Cliff Road, with fine harbor view. Convenient to bathing beach, and but five minutes' walk from the centre of the town. High class in all its appointments. Open until the late autumn. Address

Mrs. William Chauncey Smith

Box 94, Nantucket, Mass.

VERANDA HOUSE

Open for the season of 1910. For booklet and rates address

J. M. WINSLOW, Proprietor.

Nantucket, Mass.

OCEAN VIEW

(POWERS' HOTEL)

Siasconset,

Nantucket Island, Mass.

Open for season, Saturday, June 25. Write for circulars.

R. M. POWERS, Proprietor.

OCEAN HOUSE

W. D. CARPENTER, Proprietor.

THE HOLIDAY INN

Open for the Season, June 20

M. M. HARRIS, Proprietor.

NESBITT HOUSE

Broad street, Nantucket, Mass.

Mrs. M. B. Nesbitt, Prop.

Open for business April 1st, 1910.

Aug. 1910

Cattle Show a Big Success.

The fifty-fourth annual cattle show and fair of the Nantucket Agricultural Society has been one grand "howling success," thanks to the interest which certain members of the summer colony, headed by Mrs. F. S. D. Richardson, have taken in the effort to prevent the society from passing out of existence and the end of the Nantucket county fair, which fate has been threatening for several years. As a result of Mrs. Richardson's interest and activity, the exhibition of last year was so successful that the old society was imbued with new life, and this year her efforts have brought even greater success and the society has literally been born again.

Nantucket ought to well feel proud of the hall exhibit this year. It was one of the largest and finest displays of vegetables that the island ever produced. J. J. Mason, of Amesbury, the representative of the state board of agriculture, who was in attendance at the fair, was loud in praise of its excellence, and characterized it as one of the best he ever attended. Nantucket, he said, is a town obliged to draw upon its own resources, and, unlike other counties, where the annual fairs draw from a radius of thirty or forty miles, is obliged to depend wholly upon what the farmers and producers from a radius of a half dozen miles can raise and exhibit, and Mr. Mason thought the islanders, as well as the society, had good reason to feel gratified at the excellence of the exhibition of 1910.

The attendance at the grounds, Wednesday afternoon, was record-breaking and everybody who went there felt repaid for the trouble, for the horse show presented by Mrs. Richardson and her colleagues was something actually worth seeing. A section of the grounds inside the race track had been fenced off in preparation for this stellar event and the crowd which gathered made it seem as though the town itself must actually have been deserted for the afternoon. Everybody and everybody's brother and sister was there, and having a good time, too, and the immense crowd which thronged the arena was evidence that interest in the county fair centered almost wholly in the horse show. The results of the numerous events were as follows:

Local runabouts, (3 entries)—W. H. Wyer's "Red Star," 1st; H. G. Worth, second.

Combination class, saddlers and runabouts (10 entries)—W. H. Wyer's "Prince," Miss Beatrice Lewis up, 1st; Miss Caroline Smith, 2d.

Saddle class (10 entries)—W. H. Wyer's "Red Star," 1st, "Prince," 2d.

Children's pony class (three entries)—Miss Constance Dibble, 1st; Miss Caroline Smith, 2d.

Jumping—(3 entries)—Miss Phyllis Blackstone, 1st.

Best single surrey, local (4 entries)—J. H. Wood & Son, 1st; David W. Gibbs, 2d.

Best three-seater, local—W. H. Wyer, 1st; J. H. Wood & Son, 2d.

In the plowing match a pair of horses owned by Charles Thurston was awarded first premium, and Herbert

G. Worth's pair second premium.

In the track events, Robert Appleton's horse "J. B. Taylor" won three straight heats, Burgess' "Pay King" taking second place and Hatch's "Winauka" third. Time 2.31, 2.37, 2.32.

In the second race, Ira Appleton's "Eureka" won first place, Frank Barnard's "Dickie" second, and John Backus' "Queenie" third. Time 2.42½, 2.45½, 2.43½.

Under Mrs. Richardson's direction, the spectators enjoyed a "greased pole" contest, but none of the participants succeeded in reaching the top, although there were a dozen or so entries.

Another interesting feature was a "greased pig," the little porker being covered with a generous amount of lard, but, owing to the crowd of young men and boys gathered about in a circle when he was released, he did not have the opportunity to run far before pounced upon by the mob.

A 100-yard dash for boys was won easily by Charles Grant, who made the distance in eleven seconds flat.

Altogether the events of Wednesday afternoon were highly interesting and the gate receipts were the largest in the history of the society, thanks to the special attractions put on by Mrs. Richardson and her assistants.

Thursday proved to be another big day, although the attendance was not as large as on Wednesday. Robert Appleton's horse had no difficulty in again taking first money, and in the first heat made the fastest time (2.26½) ever made by a horse owned in this county. "Winauka" came second and "Pay King" third. Time 2.26½, 2.34, 2.32.

In the second race "Eureka" took first, "Dickie" second and "Queenie" third. Only two heats of this race were run. Time 2.47 3-5, 2.45 4-5.

Two of W. H. Wyer's horses entered in a running race, "Pepper" making the half-mile in 1.06½, and "Jim" in 1.12½.

Other events resulted as follows:

Gents' Drivers—W. H. Wyer, pair, 1st premium; J. H. Bartlett, pair, 2d premium. H. G. Worth, single, 1st premium; Mrs. Arthur W. Jones, single, 2d premium.

Family Horses—J. H. Bartlett, pair, 1st premium; Lawrence Ayers, 2d premium. Mrs. Arthur Jones, single, 1st premium; Mrs. W. M. Robertson, single, 2nd premium; William Cox, single, 3d premium.

Draught Horses—H. G. Worth, pair, 1st premium; John E. Backus, pair, 2d premium. H. G. Worth, single, 1st premium, 2d premium; John E. Backus, 3d premium.

NOTES.

David W. Lewis, agent for the Aeromotor Company, made an interesting exhibit of a gasoline pumping plant at the grounds.

H. A. Larrabee, proprietor of Pine Grove Farm, exhibited several pens of thoroughbred Berkshire hogs, receiving a number of first prizes.

There seemed to be an unusually large number of fakirs on the grounds this year, and everybody who cared

for a balloon or a cane had ample opportunity to buy one.

The best display of poultry was made by Folger & Hardy, proprietors of the Sunset Poultry Yards, who received much commendation for their efforts in making an up-to-date exhibition of their stock.

Mrs. Richardson wishes to thank Messrs. Thebaud, Hunnewell, Haight, Lewis, Runyon, Washburn, Vose and Snow for their kindness in judging the events at the horse show, and also all those who kindly contributed to the fund for prizes.

Robert Appleton certainly carried off the track honors this year, with his homely gray trotter, and has the credit of the fastest mile ever made by a horse owned in this county, even though it was the first time he ever entered a race.

The excellent music rendered by the Ocean House orchestra, at the hall, Wednesday evening, and by the Point Breeze orchestra, Thursday evening, was thoroughly enjoyed by all in attendance, and the courtesy of Messrs. Carpenter and Curtis, proprietors of the hotels, in affording the services of the respective orchestras, was fully appreciated by the officers of the society.

"Tommy" McCann, donned in his uniform and brass buttons from head to feet, furnished entertainment for the several hundred persons assembled in the grand stand, which was not on the program. "Tommy" is very fond of music, and at the suggestion of somebody who was wont to have sport with the fellow, he "led" the band during several selections, keeping fairly good time to the music, and bringing a large number of coins into his pockets by his unexpected entertainment.

The following exhibits were made at the grounds and at the hall:

AT THE GROUNDS.

Fat Cattle.

E. C. Morey, 2 fat cows, 1st and 2d premiums.

Hogs.

H. A. Larrabee, Yorkshire boar, thoroughbred, Harrison Boy, 1st premium; Clifford Turner, Chester White boar, 2 years, registered, 1st premium; H. A. Larrabee, 2 Berkshire sows, thoroughbred, 1st and 2d premiums; Charles Thurston, Chester White sow, 10 pigs; sow, 8 pigs; 1st and 2d premiums; H. A. Larrabee, 6 weaned pigs, 11 weeks, 1st premium; H. A. Larrabee, 3 shoats, 3½ months old, 3 shoats, 4 months old, 1st and 2d premiums.

Registered Bulls.

Lawrence Johnson, 1 bull, Loadster, 1st premium; E. C. Morey, 1 Devon bull, Shadeland, 3 years, 1st premium; E. C. Morey, thoroughbred registered Ayrshire bull, 2 years, 1st premium; Darwin Beverly, 2 years.

Special Premiums on Bulls.

L. A. Johnson, 1 Jersey bull, 3 years, 1st premium; E. C. Morey, 1 Ayrshire, 2d; E. C. Morey, 1 Devon, 3rd.

Registered Thoroughbreds.

J. A. Johnson, herd 5 cows, 1st premium; J. A. Johnson, cows; Jennie, 1st premium; Eva, 2d; Flossie, 3d; special of \$3, Snipsie; special of \$3, Margie; E. C. Morey, cows, Edna M. 1st; Devon Beauty, 2d; Mildred, 3d; E. C. Morey, Jersey heifer, 2 years, Clover's Lucy, 1st premium.

Not Registered Thoroughbreds.

J. A. Johnson, Jerseys; Peanuts, 1st, Olive, 2d; Fred Fish, 2 year Jersey in milk, Mayflower, 1st; Miss Gafter, 2d; Fred Fish, thoroughbred, Kleine Gafter, 2 years, not in milk, 2d premium; Ganze Grouse Gafter, 2 years not in milk, 1st premium; Fred Fish, 4 two-year old Jersey heifers; E. C. Morey, 1 Devon heifer, Helena, 2 years, 1st premium; E. C. Morey, 1 Devon heifer, Bertha, 1 year, 2d premium; E. C. Morey, Catherine, 1 year, 1st; E. C. Morey, 1 Devon calf, Catherine.

Grade Devons.

E. C. Morey, herd, 1st premium; E. C. Morey, Devon cows, Grace, 9 years, 1st premium; Florence, 8 years, 2d; L. F. Mooney, grade Devon cow, Polly, 6 years, 3d premium; E. C. Morey, heifers, 2 years in milk, Mabel, 1st; Lucy, 2d; Rosa, 3d; E. C. Morey, heifer, 2 years not in milk, 1st; E. C. Morey, Emily, 1st; Pearl, 2d; Julia, 3d; E. C. Morey, calf, 1st; L. F. Mooney, calf, Maggie, 5 months, 2d.

Grade Holsteins.

E. C. Morey, Eunice, 1st.

Grade Dutch Belted.

Fred Fish, Mattie, 3 years, 1st; Hattie, 3 years, 2d; Susie, 2 years in milk, 1st; Molly, 2 years not in milk, 1st.

Grade Ayrshires.

O. C. Hussey, Annie, 1st; Marie, 2d; L. F. Mooney, Topsy, 5 years, special of \$1; Alice, 5 years, special of \$1; John Mendence, Redney, 8 years, 3d; L. F. Mooney, heifer, 1 year, Katie, 1st.

Grade Jerseys.

Fred Fish, herd, 1st; O. C. Hussey, herd, 2d; W. D. Appleton, Daisy, 4 years, 1st; Bessie, 3 years, 2d; E. C. Morey, Helen, 3d; Clara, special of \$1; L. F. Mooney, Buttercup, 3 years, special of \$1; Pansy, 2 years in milk; Jennie, 2 years in milk; Fred Fish, Norcross and Fatty, 2 years; Whelden, 2 years in milk, 2d; L. F. Mooney, heifer, Pansy, 1st; Beauty, 1 year, 1st; calf, Annie, 5 months, 1st.

Poultry.

Pens of Fowl.

Samuel Thurston, buff Bantams, Partridge Wyandottes; Folger & Hardy, barred Plymouth Rocks, white Plymouth Rocks, white Wyandottes, black Minorcas, best general showing; O. C. Hussey, barred Plymouth Rocks, 1st; Norman Barrett, coop of 4 Bantams, 1st; 1 coop of 5, 3 months old, 2d; E. C. Morey, light Brahmas, 1st; buff Plymouth Rocks, 1st; rose comb buff Orpingtons, 1st and 2d; Sidney B. Folger, white Wyandottes, 2d; white Minorcas, 2d; Rhode Island Reds, 1st and 2d; black Minorcas, 2d; white Plymouth Rocks, 2d; buff Plymouth Rocks, 2d; buff Wyandottes, 2d; single comb white Leghorns; single comb brown Leghorns; rose comb white Leghorns; rose comb black Leghorns, 1st.

Pens of Chicks.

Ernest Lema, Bantums, special; Clare Butler, Plymouth Rock pullets, special; Samuel Thurston, Bantums, Partridge Wyandottes, 1st; Folger & Hardy, barred and white Plymouth Rocks, white Wyandottes, Columbian Wyandottes; O. C. Hussey, Plymouth Rocks, 2d; E. C. Morey, buff Orpingtons, red comb barred Plymouth Rocks, 1st; S. B. Folger, white Wyandottes, 2d; red comb Brown Leghorns, 1st; Norman Barrett, Bantums, 1st and 2d; Samuel Thurston, Partridge Wyandottes, 1st.

Trio Fowl.

Samuel Thurston, Partridge Wyandottes, 1st and 2d; single comb buff Orpingtons, 1st; Folger & Hardy, light Brahmas; O. C. Hussey, barred Plymouth Rocks, 1st; buff Leghorns, 1st; Arthur Gibbs, Bantums, special; E. C. Morey, light Brahmas, 1st; red comb buff Orpingtons, 1st and 2d; Sidney B. Folger, Plymouth Rocks, buff Wyandottes, rose comb white Leghorns, single comb brown Leghorns, R. I. Reds, buff Leghorns, 2d.

Trio Chicks.

Folger & Hardy, variety collection; O. C. Hussey, Plymouth Rocks, 2d; E. C. Morey, barred Plymouth Rocks, 1st; red comb buff Orpingtons, 1st.

Pair Fowls.

Sidney B. Folger, collection, 2d; Folger & Hardy, ducklings and Pekin ducklings, 1st.

Trio Ducks.

O. C. Hussey, 2 sets Pekins, 1st and special; E. C. Morey, 2 sets white Pekins, 1st and 2d.

Trio Ducklings.

E. C. Morey, 2 sets white Pekins, 1st and 2d.

Trio Geese.

L. F. Mooney, 2 sets Embodens, 1st and 2d.

Trio Turkeys.

O. C. Hussey, bronze turkey, 1st; poults, special.

Rabbits.

Fred McCleave, special; Carlton West, special.

IN THE HALL.

Fine Arts.

Wendell Macy, oil painting, 1st premium; Wendell Macy, collection, of 4 oil paintings, 1st; Mrs. George Harris, collection of brass work, 2d premium; Miss Marie Platt, collection stencilled work, 1st.

Fruit.

Mrs. George Burdick, 1 dish grapes, special, 25c; W. M. Bartlett, 1 dish crab apples, special; Miss Mary King, 1 dish Gravenstein apples, 1 dish Bounty apples, special on each, 75c; Miss King, 1 dish Bartlett pears, 1 dish Clapp's Favorites, 1 dish Bure Bose, 1st for each, \$3.00; Polpis Cranberry Co., 1 bushel Early Black cranberries, 1st, \$2.00; 1 dish Nantucket Beauties, 2d, \$1.00; M. Hussey, variety collection of tomatoes, special; Mrs. Fred Fish, 1 dish fresh huckleberries, special, 25c.

Bread, Cake and Cookies.

Wheat Yeast Bread.

Mrs. E. A. Crocker, 1 pan biscuit, 1st \$1.00; Mrs. H. G. Stetson, 1 loaf bread, 2d, 75c; Mrs. Frank Lamb, 1 loaf bread, 3d, 50c; Mrs. J. M. Folger, 1 loaf bread, special, 25c.

Indian Bread.

Mrs. H. G. Stetson, 1 loaf, 1st, 50c. Cake.

Mrs. J. M. Folger, 1 loaf berry cake, 1st, 75c; Mrs. Stanley Rowley, 1 loaf chocolate cake, 2d, 50c.

Doughnuts.

Mrs. J. M. Folger, 1 dish, 1st, 75c. Pie.

Mrs. J. M. Folger, 1 cream pie, 1st, 75c.

Corn Bread.

Mrs. E. A. Crocker, 1 loaf, 1st, 50c.

Preserves.

Mrs. Fred F'sh, 1 jar grape jam, 1 jar preserved citron, 1st, \$2.00; Marianna Hussey, collection, 2d, \$1.50; Mrs. J. H. Bartlett, collection, 3d, \$1.00; Mrs. Philip Holmes, 2 jars quince jelly, special, 25c.

Pickles.

Miss M. Hussey, collection, 1st, \$2.00; Mrs. Philip Holmes, collection, 2d, \$1.50.

Candy.

Marianna Hussey, display of 30 varieties, 1st; Mrs. H. G. Stetson, 1 dish chocolate fudge.

Vegetables.

O. C. Hussey, exhibit, 1st; best display of potatoes, 1st; best display of onions, 1st; John H. Bartlett, exhibit, 2d; Fred Fish, exhibit, 3d; Folger and Hardy, exhibit, special; Victor Bartlett, exhibit, special; John C. Mendence, exhibit, 4th premium.

Cut Flowers.

Miss Farrington, 8 varieties asters, 1st, \$3.00; Mrs. J. M. Folger, collection, 2d, \$2.00; Mrs. John H. Bartlett, collection, 3d, \$1.00; Marianna Hussey, collection, 4th, 50c; George S. Burdick, 2 jars, special, 50c; Christine Porte, 2 jars asters, special, 50c; Mrs. Anna Hussey, 8 varieties dahlias, special, 50c; Miss Ida Porte, nasturtiums, special, 25c; Mrs. W. H. Barrett, nasturtiums, special, 25c.

House Plants.

George S. Burdick, collection of 33 pot plants, 1st, \$3.00; Miss Marianna Hussey, collection, 2d \$2.00; Miss Hussey, 1 pot Bryophyllum with specimen of leaf propagation, 1st, \$1.00.

Design and Arrangement of Cut Flowers.

Mrs. John H. Bartlett, design, 1st, \$3.00; Mrs. J. F. Murphey, arrangement, 2d, \$2.00; Mrs. J. M. Folger, arrangement, 3d, \$1.00; Miss Marianna Hussey, arrangement, 4th, 50c.

Wild Flowers.

George S. Burdick, collection, 1st, \$3.00.

Pressed Flowers.

Clara L. Bowen, 1 book, 1st, \$2.00.

Embroidery.

Mrs. A. M. Myrick, 3 pieces, 1st; Miss Anna T. Long, 1 shirt waist, 2d; Mrs. B. Pease, collection, 3d; Mrs. S. E. Turner, 1 center piece, 1st; E. C. Coon, 1 piece, 3d; Mrs. Fred S. Fish, 3 pieces, special; Mrs. Josiah Freeman, 1 center piece, special; Miss Viola Thomas, collection, special; Mrs. E. A. Crocker, 2 center pieces, special; Miss Susie F. Williams, 2 pieces, second; Miss C. M. Platt, collection, special.

Drawn Work.

Mary Pine, collection, 1st; Flora E. Mosher, 1 piece, special; Mrs. W. D. Appleton, exhibit, special.

Sofa Pillows.

Mrs. H. G. Worth, 1st; Mrs. J. F. Murphey, 2d; Mrs. Byron Pease, collection, special; Mrs. E. M. Ingraham, special; Esther Johnson, special; Mrs. W. H. Dennis, special.

Crocheting.

Mrs. Sylvester Swain, 1 afghan, single, 1st; Mrs. A. K. Cook, collection, 1st.

Knitting.

Mrs. W. D. Appleton, collection, first; Mrs. B. F. Williams, collection, 2d; Mrs. John Conway, 1 shawl, special; Mrs. Caroline J. Holmes, table mats, special.

Quilts.

Mrs. H. H. Voorneveld, collection, 1st; Mrs. Caroline Holmes, patchwork, 2d; Mrs. W. H. Dennis, handkerchief quilt, special; Mrs. E. M. Ingraham, special.

Basketry.

Mrs. George A. Grant, collection, 1st, \$2.50; Miss Farrington, collection, \$2.25; Mitchell Ray, lightship baskets, \$2.00; Mrs. B. S. Adams, 3 baskets, \$1.00; Mrs. William Barrett, collection, \$1.50; Mrs. W. H. Hersey, collection, 50c; Miss Christine Porte, 3 beachgrass mats, 25c.

Fancy Work.

Miss Christine Porte, 1 silk bag, 6 sealing wax hat pins, special; Mrs. Caroline Holmes, 16 holders, special; Mrs. E. M. Ingraham, 2 aprons, special; Mrs. Mary Pine, scarfs and handkerchiefs, special; Mrs. E. C. Coon, lace and bags, special.

Manual Training.

Miss Alice Ray, 1 box, 1st, \$1.50; 1 book rack, applied design, special, 25c.

On Exhibition.

Mrs. W. C. Ray, 4 shawls; Mrs. Kate Dunham, 1 silk quilt; Miss Keziah C. Coffin, 4 embroidered center pieces, made using only the thumb and one finger; M. F. Freeborn, 1 clothes drier, 1 air tight butter jar; Mrs. A. E. Lawrence, 1 afghan.

Children's Work.

Wheat Yeast Bread.

Charlotte Coffin, 1 loaf, 1st, 50c. Esther Johnson, 1 loaf, 25c.

Indian Bread.

Esther Johnson, 1 loaf, 2d, 25c.

Cake.

Clara Bartlett, 1 loaf sponge, 2d, 50c.

Cookies.

Esther Johnson, 1 dish sugar cookies, 1st, 50c.

Candy.

Clara Bartlett, 1 dish divinity fudge, 1st, 75c; Elizabeth Smith, 1 dish kisses, special, 25c.

Cut Flowers.

Harriet Hussey, collection, 1st, 75c; Lizzie Bartlett, 1 jar, 2d, 50c.

Wild Flowers.

Helen Bartlett, 62 varieties, 1st, 75c; 1 jar heather, special 25c.

Embroidery.

Lelia C. Williams, 1st, 75c; Eliza McCleave, collection, 2d, 50c; Mabel Eldredge, special, 25c.

Drawing.

Earl S. Ray, special.

Jelly.

Clara Bartlett, special, 25c.

Sewing.

Cora Gibbs, dress, special, 75c; Mae Gardner, baby dress, 2d, 75c; Lizzie Bartlett, baby dress, special, 50c; Alice Gardner, baby dress, 1st, \$1.00; Clara Bartlett, pillow slips, special, 50c; Lelia Williams, dressed doll, special, 50c.

Fancy Work.

Charlotte Coffin, collection, special, 25c; Blanche Coffin, collection, special, 25c.

Penmanship.

Class I—Grade II.

May Olcott, 1st, 50c; Susie Gardner, 2d, 25c; Josephine Deacon, special, 25c; Leora Bennett, special, 20c.

Class III—Grades V, VI, VII, VIII.

Elsie Coffin, 1st, 50c; Clara Bartlett, 2d, 25c; Mabel Eldredge, special, 20c; Ellen Ramsdell, special, 20c.

Class IV—All above Grade VIII.

Erla Marden, 1st, 50c; Elizabeth Smith, 2d, 25c; Lizzie Bartlett, special, 25c; Blanche Coffin, special, 20c; Bertha Chase, special, 20c.

FRIDAY, AUGUST 27. 1891

Reminiscences

FORTY-FIVE YEARS AGO.

Governor Smith, of Vermont, has been spending a vacation at the Ocean House.

Schooner Rainbow of this port, has been sold to parties from Dartmouth, to be employed in the mackerel fishery.

Allen Coffin is to leave soon for Charleston, S. C., to take charge of a new weekly paper to be started in that city.

Married, in this town, 17th inst., by the Rev. S. D. Hosmer, Joseph S. Hussey and Miss Anna M. Tracy, both of Nantucket.

Married, in this town, 17th inst., by the Rev. S. D. Hosmer, William H. Hamblin and Miss Sarah A. Folger, both of Nantucket.

Married, in this town, 10th inst., by the Rev. C. S. Macreading, John R. Merritt, of Swampscott, and Miss Eliza B. Davis, of Nantucket.

FORTY YEARS AGO.

Married, in Boston, 21st inst., James Kiernan and Miss Maragret Crowley.

Steamer W. W. Coit arrived Friday afternoon from the Camp Ground, with 200 passengers on board.

Mr. and Mrs. E. H. Alley celebrated the twenty-fifth anniversary of their marriage on Wednesday last.

Married, in this town, 22d inst., by the Rev. S. D. Hosmer, Josiah F. Murphey and Miss Avis N. Folger.

Married, in this town, 14th inst., by the Rev. S. D. Hosmer, James Hammond and Miss Emily F. Dow, both of Nantucket.

THIRTY-FIVE YEARS AGO.

Steam yacht Lurline arrived in port on Saturday last.

Plover shooting is being enjoyed by local sportsmen.

Yacht Madcap, sunk by the River Queen, last Friday, has been raised and repaired.

Married, in Yarmouth, 10th inst., Richard Fletcher Gardner and Miss Flora N. Howland.

Up to last Saturday, one thousand people have visited the Museum at the Athenaeum since July 1st.

Professor Yardley, of the Berkeley Divinity School, Middletown, preached in St. Paul's church on Sunday.

Married, at Pagoda Anchorage, June 5, Charles G. Bunker, jr., formerly of this town, and Mrs. Maria Eleanor Thompson, of Cape Town.

THIRTY YEARS AGO.

Last Sunday boat of the season on the 29th.

The departing steamers show that the tide of travel has turned hence.

The Band of Hope will meet on Monday in the Congregational vestry.

Charles H. Robinson is to erect a neat cottage at Shimmo for John L. Harps.

Married, in San Francisco, 4th inst., William P. Joy, of Nantucket, and Miss Lizzie P. Cook.

A boar's head, carved by James W. Folger, has been exhibited in the pharmacy window, this week.

Married, in this town, 22d inst., by the Rev. Daniel Round, B. F. Williams and Miss Susan C. Appleton.

Married, in this town, 15th inst., by the Rev. Father Young, Robert C. Mooney, jr., and Miss Agnes Collins.

TWENTY-FIVE YEARS AGO.

Plover shooting this year is a failure.

A sharp thunder storm passed over the island, Wednesday.

Clark reported a three-master in the sound, apparently disabled, Friday morning.

M. B. Leighton has contracted to erect a cottage on Brant point, near The Nantucket, for Henry S. Wyer.

Married, in this town, 19th inst., by William C. Folger, Esq., Harry C. Chase and Miss Sadie L. Francis.

Joseph Fisher caught a twenty-two-pound sea bass last Thursday, while trolling for bluefish from the south shore.

Charles H. Robinson has laid the sills for a house he is to erect for John Ring, at the junction of Liberty and Hussey streets.

TWENTY YEARS AGO.

Many 'Sconset cottagers enjoyed a Wauwinet clambake, Tuesday.

Miss Helen Locke gave a party to her friends at "Pine Grove," Thursday afternoon.

An excursion from Cottage City and Falmouth Heights, Thursday, brought over 300 passengers.

A new derrick has been placed at the end of Steamboat wharf, for the purpose of unloading the company's coal.

Edward W. Perry has been elected president of the Pacific National Bank, to fill the vacancy caused by the death of F. C. Sanford.

Married, in this town, 25th inst., by George E. Mooers, Esq., at the Indian village, Lacious Black Eagle and Mary Ann Canoe.

FIFTEEN YEARS AGO.

Bluefishing parties have had excellent success this week.

Sidney Starbuck has caught 1,400 perch at Sesachacha pond this season.

C. C. Crosby is acting as secretary pro. tem. of the Nantucket Historical Association.

Miss Della H. Folger, a graduate of the Coffin School, has passed the examination for admission to the State Normal School at Bridgewater.

Judge C. A. Reed, of Ravenna, Ohio, has the honor of having caught the largest bluefish with hand line, this season. It tipped the scales at 13½ pounds.

TEN YEARS AGO.

Sharking parties have been quite numerous this season.

Catboat Swan brought in a catch of 26 bluefish, Tuesday.

The dwelling house and land on Orange street, known as the George Palmer property, was sold at auction, Monday, for \$1,450.

Married, in this town, 11th inst., by the Rev. Fr. Boyer, William R. Cathcart, of Nantucket, and Miss Delia Sullivan, of Philadelphia.

Allen Coffin, Esq., has been chosen chairman of the Committee on Resolutions and Platform by the State Committee of the Prohibition Party.

Steam yachts Jathniel, of New York, Iduna, of Boston, and Cayuga, of New York, have been in the harbor this week.

FIVE YEARS AGO.

The estates adjoining the Nantucket hotel on the east and on the west have

been sold to Edwin F. Atkins, of Boston.

John W. Macy has been appointed night watchman for the Pacific National Bank.

The Tuckernuck catboat Sea Fox came into port Wednesday afternoon with three handsome swordfish specimens.

Arrangements have been made for an afternoon of water sports at the Cliff bathing beach, on Saturday of this week.

A public reception was tendered the Rev. Daniel R. Higgins, the retiring pastor of the First Baptist church, Wednesday evening, in the church vestry.

Remembers Last Indian Who Lived on Nantucket.

(From the Boston Sunday Globe.)

The visitor to Nantucket's public library, which is housed in the Athenaeum, formerly a historical and whaling museum, may come in contact with a quiet, cheery and keen-eyed old man who seems as much a part of the place as the books on the shelves and the portraits on the walls.

This is George Franklin Folger, the library building's custodian. A stranger may not judge his age within 10 years and may be surprised to learn that he was born in 1833.

In mind, as well as in body, Mr. Folger is alert. Although he was not reared among books, he has the bookish instinct, and when a question on Nantucket history or the whaling business is asked in his presence, he is able to turn at once to the book and page that give information on the point brought forward. This is no laboriously acquired accomplishment, for a clear mind and scholarly tendencies are a natural heritage to him, as it is to many Nantucketers—and Mr. Folger is a typical islander.

"I am Folger, Starbuck, Coffin, Ray," he says, "and you can't beat that for Nantucket stock. My middle name is Franklin, and I am descended from Peter Folger, Benjamin Franklin's grandfather. You know Franklin's mother was born on Nantucket. I believe he got a great deal of his ability from her."

Like most Nantucket men past middle life, Mr. Folger was connected with the whale fishery when young; not as a voyager in distant seas, but as a builder of whaleboats, at Nantucket.

"I can remember when we had 72 whaleships hailing from here. Each one of them carried five or six boats, and boatbuilders were busy."

Mr. Folger enlisted in the 33d Mass. regt., Co. I, in the civil war, and was wounded in the second day of the battle of Gettysburg.

After the war he was appointed keeper of the Sankaty head light and for 15 years, from 1867 to 1882, held that position. This light is the farthest seaward of any lighthouse on the Atlantic coast of the United States, and sheds its beams over many miles of dangerous shoals.

Mr. Folger saw many bitter storms in his 15 years of service at the light, and not a few bad wrecks. When his service was concluded he retired for a time to private life. He has been custodian of the Athenaeum eight years. With an unusually retentive memory, Mr. Folger has recollections of events in Nantucket half a century and more ago that are of great interest to the younger generation. He recalls vividly the "great fire" of 1846, which swept the business portion of the town, and caused a loss of \$1,000,000 worth of property.

The progress of the fire was arrested by blowing up dwellings and stretching wet carpets on the roofs.

"Here was the coolest man in fighting the fire," pointing to a crayon portrait inscribed "Hon. George B. Upton."

"He was a merchant here, one of our leading men. He helped direct the work of blowing up houses. He went into one house alone with a keg of powder and a fuse, placed the keg in an inner room, lighted the fuse and groped his way toward the door. In a strange house, in the dark, he lost his way and failed to find the door. He knew he had only a few seconds before the fuse would reach the powder and blow the house to kindlings. Instead of getting excited and losing time looking for the door he stepped back to the room where the powder was and put his foot on the fuse. Then he located the door, lighted the fuse again and came out of the house, which soon went up with a crash.

The fire was in July and the season was unusually dry. It started about 11 o'clock and burned all night. There was not much breeze, but it created a wind of its own, hurling firebrands a great distance. The harbor was also

afire with whale oil that flowed from burning barrels on the wharves.

I was 13 years old at the time and the scenes made a strong impression on my mind."

Mr. Folger has a clear recollection also, of the last Nantucket Indian, Abram Quarry, who died in 1854. He lived at Monomoy, a little settlement south of Nantucket town. He was a lone man, dignified in bearing, but very poor, making his living in summer by picking berries and gathering herbs, and in winter by such work as he could get to do. A fine portrait of him, executed by a French woman who was a visitor to Nantucket, hangs in the Athenaeum. It shows him seated in his cabin, a basket of berries and some herbs near him. His hair is long, his face calm, and he is barefooted. The expression of the face is that of a man dwelling on the shortness of human life, and the end of his race.

"Quarry was a peaceable Indian," said Mr. Folger, "on good terms with everybody; but when some relic hunters went to Monomoy and began digging at the graves of the Indians buried there, he got his gun and went after them. They had him arrested and brought into court.

"They were disturbing the graves of my ancestors," was his plea.

"Would you have shot them?" asked the court.

"Would I?" asked the Indian. In the tone of the question was its answer.

The court sympathized with Abram, and discharged him with a mild reprimand.

On one occasion some boys went over to call on Abram, and saw in his house a small model of a ship he had made. They coveted the model and asked him what he would take for it.

"Your head," said the Indian, grimly. They made no attempt to pursue negotiations."

Mr. Folger says he feels as active at 77 as when he was a much younger man. He attributes his strength of body and mind to a good constitution, the climate of Nantucket and regular living.

Reminiscences

FORTY-FIVE YEARS AGO.

The buildings of the Atlantic Straw Works Company have been receiving a new coat of paint.

Married, in this town, August 24, by the Rev. S. D. Hosmer, Joseph F. King and Miss Eliza W. Sylvia, of Nantucket.

Married, in this town, August 27, by the Rev. S. D. Hosmer, Seth M. Coffin, of Brooklyn, and Miss Priscilla F. Barnard.

Married, in this town, August 27, by the Rev. C. S. Macreading, Charles F. Swain and Miss Sarah M. Enas, both of Nantucket.

FORTY YEARS AGO.

The Rev. Henry F. Edes will preach in the Unitarian church on Sunday.

Five ladies took tea together at Siasconset on Wednesday, whose united ages were over four hundred and twenty-five years.

Married, in this town, 30th ult., by the Rev. George Colesworthy, Chandler Brown Gardner, of Fitchburg, and Miss Lucy Gardner, of Nantucket.

THIRTY-FIVE YEARS AGO.

The schools re-open Monday morning.

Pine street, from Darling to Lyons, is being put in shape by Surveyor Lewis.

John Gray has sold the house on Weymouth lane, known as the Winslow house, to Antone Sylvia, jr., for \$500.

Married, in this town, 17th ult., by the Rev. R. D. Fish, Israel M. Lewis and Miss Mary Lizzie Wright, both of Nantucket.

Married, in this town, August 31, by the Rev. C. J. K. Jones, Edwin F. Robinson, of Falmouth, and Miss Hattie A. Hamilton, of Nantucket.

THIRTY YEARS AGO.

Measles are prevalent among the children.

Yacht Polynia, of Newport, arrived off the bar, Saturday.

A brick walk has been laid in front of the Gilbert Coffin house and residence of George W. Burdick.

Married, in Weston, 26th ult., Albert E. Heard, of Weston, and Miss Ida M. Pitts, formerly of Nantucket.

Married, in this town, August 22, by the Rev. A. L. Dearing, Edward W. Folger and Miss Sarah E. Fish, both of Nantucket.

A calf belonging to Albert Easton ran into the water at Brant point, Tuesday, and struck out for Coatue. Several lads pursued it, in a boat, and hauled it in.

TWENTY-FIVE YEARS AGO.

Last Sunday boat tomorrow.

The carcass of a whale is ashore at Nobadeer.

The Surfside Hotel has closed for the season.

F. A. Mitchell has secured a large quantity of stone from the wrecked schooner Oregon.

One hundred seventy-five bluefish were caught by one of the net fishermen, Thursday.

A neat drinking fountain has been placed on Main street, in front of the Pacific Room, this week, by the town.

TWENTY YEARS AGO.

The horse railroad company is now laying its tracks on Steamboat wharf.

Fires have been raging on the moors this week, probably started by sportsmen.

Steamer Nantucket grounded on her inward trip, Monday evening. Some of the passengers came ashore on the Coskata.

Married, in Boston, September 1, Allen Harwood Babcock, of Oakland, California, and Miss Mary B. Folger, daughter of John B. Folger, of Boston.

Married, in this town, September 1, by the Rev. Fr. C. McSweeney, Morris Coleman, of West Newton, and Miss Maria Cox, daughter of Mr. and Mrs. Patrick Cox, of Nantucket.

FIFTEEN YEARS AGO.

A bluefish was caught off 'Sconset, a few days since, that weighed, when dressed, 17½ pounds.

The Sarah Sweet property on Pleasant street was sold at auction, Tuesday, by A. M. Myrick, for \$1,050.

Mrs. C. L. Woodbridge was struck by a bicycle as she stepped from her home on Milk street, Sunday, and knocked down.

George B. Paddock and Philip L. Holmes have formed a co-partnership, under the firm name of Paddock & Holmes, and will carry on the business of carriage building at the stand for several years occupied by Mr. Paddock.

TEN YEARS AGO.

The fall term of the public school will open on Tuesday.

Catboat Ethelmar left Saturday for a cruise along the shores of Cape Cod.

Steam yacht Nautilus, of Falmouth, has been anchored in the harbor this week.

The flagstaff on Mill Hill was struck by lightning during the thunderstorm of Tuesday morning.

Miss Catherine Roberts will hereafter fill the position of teacher of the 'Sconset school, and Miss Sarah H. Smith has been appointed to take charge of the Polpis school.

FIVE YEARS AGO.

Last Saturday's excursion from New Bedford was one of the largest brought to Nantucket this season, numbering over four hundred.

Mr. Belding, of the Massachusetts Fish and Game Commission, has been here this week making preliminary investigations as to the feasibility of bedding seed quahaugs in Polpis harbor.

Among the yachts registered at the Nantucket station this week are: the Bambino, of Bristol, R. I.; Annette, of Baltimore; Thistle, of Gloucester; Watauga, of New York; Scapha, of New York and Castole of New York.

Preserve Nantucket.

Editor of The Inquirer and Mirror:

Although separated from Nantucket by a great distance, I have an affection for the island from many pleasant days that I have lived there, that gives me a constant interest in everything concerning it; an interest that is strengthened by your paper, which is a strong link between us who cannot live there and you who are so fortunate. Through your pages I have followed closely the many interesting problems that so constantly arise, but nothing has struck me so deeply as the changes which progress has created in the old town. I realize that modern times necessitate postmen, but I regret that we can no longer go down for the mail "after the night boat is in," and I confess that on my recent visit the "off-island" uniform of the letter carrier looked strangely out of place as he walked along Upper Main street.

Electric lighting and the modern fire alarm system recently installed have too great a value that I should deplore their advent, but I am glad that I knew Nantucket when the ringing of many church bells and men's voices in the street gave the signal that we should hurry from our beds to put out the fire. Nantucket's charm and fascination has been in the completeness of her old-time customs and the perfect setting which the old town has given them. Orange street needed its cobbled pavement; even that strip of ugly asphalt I forgive, however, when I realize that travel demanded it and that horses' hoofs found unsure footing on steep grade over the hill.

But now some one complains that the rattle of wheels on Main street awakens him and suggests that a street that has grown dear to many of us be changed that he may have an extra half hour's slumber at a time when good people are up and abroad. To think of Main street with its cobbles smeared over with asphalt is unpleasant to us who love Nantucket because it is the same old Nantucket that it always was.

We do not want automobiles, nor do we want pavements suitable for them. The old cobblestones that for years have been in such perfect keeping with Nantucket's quiet streets, its old trees and dignified houses, are good enough. More than that—they are heirlooms of Nantucket's past. Such things as these make Nantucket unique and give to it the peace and charm that has for years drawn the best class of people from the mainland to spend their summers there. Let us have "the square" as it has always been, and let Oak Bluffs keep its asphalt, its noisy crowds, its general atmosphere of a typical "summer resort."

In the word Nantucket there lies a whole story of the growth of the most interesting town on our eastern seacoast, and what is far more remarkable, it is possible to read that story for these many years in the streets and houses of the town, preserved in some miraculous way from the vandal hand of "progress" and handed down to us as our fathers and grandfathers knew them.

And now it is proposed to change completely the square by repaving it, and to mar the perfection of Upper Main street by a coat of asphalt. In the name of all who love Nantucket for itself and who believe that Nantucket's prosperity depends on the complete preservation of its every relic of the past, I beg our wakeful friend of Upper Main street to turn a kindly deaf ear to the rumbling of early teams over our ancient cobbles, or, if insomnia pursues him, to seek a more quiet chamber at the rear of his house, and leave us, who are many, our cobbled streets—our own familiar Nantucket.

Very truly yours,

Joseph Husband.

Minneapolis, Minn.,

August 25, 1910.

Lone Navigators.

[D. A. Wasson in *Youths Companion*.]

To the average landsman the navigation of a sailing vessel is at best an incomprehensible and stupendous task, even when performed by a crew of sailors; but when a skipper voluntarily constitutes himself "all hands and the cook" aboard a coaster ordinarily manned by four or five men, his choice of such a herculean labor must be still more unfathomable. Although there are not many such self-appointed martyrs in the New England coasting fleet, it is by no means uncommon to encounter them in various snug harbors alongshore, and the marvel of it is their visits are apparently as free from disaster as their fully manned sister craft.

Capt. Parker J. Hall, of Duxbury, Massachusetts, generally recognized as the king of lone navigators, will tell you that a crew is only a nuisance aboard his ninety-three-ton schooner Angler, and that he has no use whatever for such an encumbrance of his decks. Year in and year out he has coasted single-handed from Calais to New York, rarely with an accident worth recording, but with his trim schooner always deeply laden with lumber, coal, brick, oyster-shells, or any other freight which business may offer. Captain Hall has worn out one vessel, the Robert P. King, of one hundred and nineteen tons, and bids fair to outlast the Angler, which, although some fifty-seven years old, is as sound as a nut.

He himself is a veritable marvel of physical development, as might be inferred from the fact that he habitually hoists sails and anchors without help. Having followed the sea since the age of nineteen, Captain Hall also has the distinction of never having sailed other than as master of his own vessels. He comes naturally enough by his distrust of crews, for some years ago a murderous trio of negroes treacherously attacked him as his vessel lay at anchor in a Long Island harbor. They took his freight money, which he had just received, and left him for dead, but not before he had destroyed one assassin's interest in earthly things and used up the others fearfully.

A few years ago Captain Hall took unto himself a wife, who has accompanied him on many of his voyages. With her company and that of two beautiful Angora tabbies, he considers that the Angler has a very generous complement, and feels called upon to apologize for seeking harbor occasionally. "There's four of us aboard," he says, "but one of them's a woman, and the other two's cats."

The genial lone navigator has had his troubles, however. Some time ago, when coming to the westward with a load of lumber, he got caught off the coast in a furious norther, and tried to make Portland harbor. The gale, however, blew the Angler off-shore repeatedly, and foiled attempts to make it, as well as Portsmouth and Salem harbors. She finally reached Vineyard Haven, Captain Hall having stood a' trick at the wheel which would have "knocked out" three ordinary men.

Two winters ago the Angler dragged ashore in a gale at Wood's Hole, and her doughty master, scornfully rejecting an offer of assistance from a revenue cutter, succeeded in heaving her afloat himself. This simple task only served to keep his muscle up, for inasmuch as he often loads and discharges the Angler, of which he owns every timber-head, he doubtless regarded it as a simple one.

The Angler usually winters in Nantucket harbor, and her captain "keeps his hand in" by going fishing in the twelve-ton schooner Mizpah, a recent acquisition of his. Both vessels are always resplendent in fresh paint, and the larger schooner, with brilliant red pennants of marvelous length whipping in the breeze from each topmast, and with a wonderful specimen of Captain Hall's handiwork as an artist embellishing her broad stern, is known as well as her skipper all along the coast. In moderate weather she may be expected to spread to the breeze, in addition to the "four lowers," fore and maintopsail, staysail and balloon-jib, and the way the venerable craft can "walk" away with the wind aft of abeam often makes the sailing-masters of some of the big yachts rub their eyes.

Nantucket.

Fair isle! So quaintly fair!
Gem from some heavenlier air
Dropped into Ocean's care;

Lips of the Southern sea
Kissing thee tenderly;
Cool winds from Northern lea

Pouring unstinted store
All sweet from scented shore
Over the peaceful moor;

Long beaches, solemn, white,
Lone save for sea gulls' flight,
Untrodden day or night.

Where once, from inner bay,
Thy great ships sailed away
To the deep seas' highway,

Now the deserted sands
Reach unrequited hands
Toward the far North-land.

Where trailed thine ancient street
Alive with kinsmen's feet,
Now mingling strangers meet.

And, curious, crowd the shore,
With wond'ring musings o'er
Thy history's quaint lore.

Fair isle! In thy pure air
That seems a breath of prayer—
The soul soars free from care,

And in thy garnered calm,
Finding life's healing balm,
Sings joy's eternal psalm

J. G. A. Carter.

Wyer's SATURDAY SPECIAL

H. S. Wyer has on exhibition Platinum Photographs by Mr. Da known as a master of artistic photog familiar scenes in Nantucket and 'S. tume. A number of new subjects k landscape and figure studies. Visi inspect the collection.

Many new Post Cards, colored catalogue will be sent to any address

H. S.

Federal Street,

The Impression

W. B. R. M. Chronicle, of who recently pa vacation on N article published August 12, has words to say rega he formed while "It is not giv newspaper man to tions, and when th cur they are mad visit to some pla possible from the life. The quaint had long been in investigation "so

MORNING, SEPTEMBER 10

Letter Written 67 Years Ago.

(Winfield M. Thompson in Boston Globe.)

Seated at his desk in the Nantucket custom house, Collector of Customs Obed G. Smith held in his hand a time-stained envelope.

"There is a letter," he said, "that I found unopened in an old trunk in the attic of the custom house. There is a date on the envelope, Sept. 23, 1843. I thought as more than 60 years had passed since it was written, it was about time it was opened. So I opened it and found it one of the most interesting letters I ever read."

The letter was dispatched originally through the state department at Washington, and by the department to Nantucket, to be forwarded to New Zealand by a whaling ship bound for the south seas. Carried by the whaler throughout a three years' voyage, and finally returned to Nantucket, it lay in the dim attic of the old custom house until brought by chance to the hand of the collector, who, 67 years after the letter was penned, handed it over for copying to a representative of the Globe.

The fancy of Hawthorne, investing the old Salem custom house with romance in assuming that the manuscript notes of "The Scarlet Letter" came from among the musty papers stored in its attic, here has its parallel in fact in the old custom house at Nantucket—only in this case the story is a simple one of real life.

The writer of the letter signs himself William A. Fitzgerald. It appears he was a printer by trade, and a former resident of Boston. He is writing a brother whom he had advised, some years before, to go on a whaling voyage. The brother took his advice, but remained in the South seas, possibly tempted by the pastoral life of the natives of New Zealand, where his family last heard from him.

The writer makes a touching appeal to the wanderer to come home and see his old mother; offers him a home, though he is poor; suggests that they two, with another brother, might go to the western country and start life afresh; tells the news of their mutual friends in Boston, Marblehead and elsewhere; gives an account of his own marriage and personal troubles, and closes with a reiteration of his appeal to the absent one to return.

REPORT of the condition of the PACIFIC NATIONAL BANK, of Nantucket, in the State of Massachusetts, at the close of business, September 1, 1910.

RESOURCES.

Loans and discounts	\$202,897 97
Overdrafts, secured and unsecured	57 21
U. S. Bonds to secure circulation	50,000
Bonds, securities, etc	91,360 00
Banking-house, furniture and fixtures	8,000
Due from State and Private Banks and Bankers, Trust Companies and Savings Banks	300 84
Due from approved reserve agents	106,228 40
Checks and other cash items	1,841 71
Notes of other National Banks	760
Fractional paper currency, nickels and cents	212 26
Lawful Money Reserve in Bank, Specie	47,107 50
Legal tender notes	95 00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)	2,500
Total	\$511,360 89

LIABILITIES.

Capital stock paid in	\$100,000
Surplus fund	30,000
Undivided profits, less expenses and taxes paid	7,742 77
National Bank notes outstanding	49,200
Due to Trust Companies and Savings Banks	7,040 58
Individual deposits subject to check	317,145 84
Demand certificates of deposit	125 00
Certified Checks	107 00
Total	\$511,360 89

State of Massachusetts,

County of Nantucket, ss:

I, Albert G. Brock, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Albert G. Brock, Cashier.

Subscribed and sworn to before me this 7th day of September, 1910.

Thaddens C. Defriez, Notary Public.

Correct Attest:

Henry Paddack,
Franklin Folger,
George F. Mitchell.

Directors

Nantucket.

Oh, lovely Isle, where Peace and Beauty reign
Amid thy moorlands wild, and fragrant flowers,
Where with Arcadian joys fond Nature dowers
A thousand scenes within thy fair domain.
Here, care-forgetting, have I oft-times lain,
Dreaming, within the shade of thy sweet bowers,
Winging the flight of Summer's golden hours,
Gazing the while upon thy wondrous main—
God's glorious ocean, in its matchless might,
Exulting in its awful majesty.
How sweet its diapasone song by night!
How it still surges through my memory!
But now, fair Isle, serene and exquisite,
Farewell! My heart is sad to part from thee!

R. A. Douglas-Lithgow.

Nantucket

One can fancy the delight with which the self-exiled wanderer would have read such a letter, devouring its every statement like a hungry man tasting long dreamed-of food.

The hand that penned its messages of affection has long since been dust. The wanderer has been in his grave for years, perhaps in the wild land where it had been hoped this letter would reach him. The whaleship has long since ceased to sail the seas. Her captain and all her crew have gone to join the vast majority. A white-haired man who was a child when the letter was penned was to open it and read, with curiosity at first, then with reverent interest, the lines of the personal appeal that a sportive fate had ruled should be hidden through more than 60 years in the dusty attic of the Nantucket custom house.

As a human document, the letter is well worth preserving. Special interest attaches to it for New Englanders, as it mentions several New England names of persons whose descendants in some cases must be numerous. It illustrates also the development of transportation since 1843; for today a fee of five cents will insure the delivery of a letter to the utmost parts of the earth.

The unopened envelope that attracted the attention of the Nantucket collector was addressed to "John B. Williams, Esq., United States Consul, Bay of Islands, New Zealand, care of the Collector of Customs, Nantucket." In the upper right hand corner was "Department of State, W. S. Derrick, chief clerk." In the upper left hand corner was the collector's indorsement, as follows: "Collector's office, district of Nantucket, Sept. 24, 1843. Forwarded by the ship Zane, Capt. Starbuck."

There is a red stamp, "Washington City, D. C., July 15, 1843," on one end and the word "Free" on the other, also in dim red.

Within the envelope was an official letter from the state department to Consul Williams, stating that some flags are being sent him as per his request, but that the department cannot make him an allowance to buy a boat for his consulate.

Inclosed within this letter was another, folded to form its own envelope, and sealed with red wax on the back. The address was as follows:

Mr. Gorham P. Fitzgerald,
Cloudy Bay,
New Zealand.

Care of the U. S. Consul,
at the Bay of Islands.

In the breaking of the seal, some of the paper came away with it, a few words of the letter being lost. The remainder is as clear as when written, in a fine, legible hand.



The Late Capt. and Mrs. Alden H. Adams, upon the occasion of their sixty-fifth wedding anniversary last December.

Obituary

Captain Alden H. Adams died on Monday evening last, at his home on Fair street, at the ripe age of ninety years. Although feeling the infirmities of age to a marked degree, Captain Adams had been able to take occasional walks "down street" up to a few weeks ago. The death of his wife, however, a few months previous, after a wedded life covering sixty-five long, happy years, was a severe blow to the venerable husband, and her passing apparently removed all the attractions which life possessed for him. In his tottering condition, with the weight of ninety years on his shoulders, Captain Adams realized that his summons would soon come, and it was with perfect resignation that he entered into his last sleep, although the last hours of his life were filled with intense suffering.

Captain Adams was born in Cotuit, on the 18th of April, 1821. He first came to Nantucket when a small boy, to work on Edward Cary's farm at Squam. He later was employed by Prince Gardner, and at the age of fifteen quit farming and commenced a sea-faring life, which he continued up to a few years ago. He ran the sloop Mary to Nantucket with wood, early in the "thirties" of the last century, and when seventeen years of age had command of the Mariner.

Captain Adams went one deep-sea voyage with his brother, Freeman Adams, who was captain of the bark Henry of Boston, and after his return to Nantucket, took command of the steamers Niagara and Nancy Finley. During the year 1837, he ran the latter several trips to New York, for Christopher Mitchell & Co., under charter, carrying "spring-strained" sperm oil. At one time he purchased the Eliza Jane, but sold her after one year's service and bought the Lucy Church, which was the last sailing vessel he commanded, running her in the Baltimore packet service.

He then followed "boating" at Nantucket, and for years was pioneer of the local boatmen, being well-known to residents and summer visitors as the venerable skipper of the catboat L. Roberta (now sailed by his son) which has the most years of service to her credit of any boat in the Nantucket fleet. The sign "A. H. Adams—Oil Clothing" is still noticeable on the front of the building on Steamboat wharf, and although for several years the condition of his health prevented him from visiting "the shanty" on the wharf, except upon rare occasions, he always maintained a keen interest in the happenings along the water front, his memory and intellect remaining alert to the very last.

On the 26th of December, 1844, Captain Adams married Miss Electa Morton Hinckley, of Centreville, the ceremony being performed by the Rev. Charles Rich, pastor of the Congregational church at Nantucket. Last December the venerable couple observed the sixty-fifth anniversary of their wedding—a privilege which few couples enjoy—and at that time it seemed as though both Captain and Mrs. Adams knew that it was to be the last time they would join hands on their wedding day.

Captain Adams is survived by one son—Wallace Adams—and three daughters—Misses Geneva, Lizzie R. and Ellouise Adams. He also leaves two grandchildren, Walton and Minnette Adams.

Funeral services were conducted at the residence of the deceased, Thursday afternoon, by a delegation of members of Union Lodge, F. & A. M., Captain Adams being a member of the Masonic fraternity.

NANTUCKET, MASS., S.

Interesting Historic Letters.

Through the courtesy of Suel C. Winn we will publish each week during the fall and winter months one or more interesting historic letters taken from a lot of several hundred which have been left to posterity by the famous firm of Christopher Mitchell & Co., one of Nantucket's most energetic and prosperous firms of the old whaling days. The letters were found a few days ago, by Mr. Winn, among other ancient documents and papers which many years ago came into the possession of his father, the late John Winn, being copied into a "letter book," and covering the firm's correspondence with out-fitters, whaling masters, etc., between the years 1835 and 1843. Some of the correspondence, especially that covering the instructions given by the Mitchells to the masters of their ships, is very interesting reading.

The first portion of the book includes correspondence bearing on the construction of a new ship for Christopher Mitchell & Co., by G. Barstow & Son, at Mattapoisett. We present a few of these letters in this issue, as follows:

Nantucket, 16th Octo. 1835.
Messrs. G. Barstow & Son,
Mattapoisett.

Gentlemen: We will accept your terms of the 14th inst. for building a ship of 330 tons after the model of the Christopher Mitchell, taking the contract for that ship for your guide, with the exceptions named in your minutes, for copper fastening. To avoid leaving room for controversy hereafter, it will be best to exchange contracts, written out at length as we did for the C. M., the stern ports to be finished as expressed in that contract. For the first payment we will forward you a draft on New York at 3 days' sight for \$1,000. One other on New York at 4 mos. for \$1,000, and pay your draft here at sight for \$1,000.

Very respectfully your obt. svts,
C. Mitchell & Co.

Nantucket, 1st. Decr. 1835.
Messrs. G. Barstow & Son,

Your favour of 28th ulto. was duly recd. asking for the dimensions of spars & our opinion upon certain improvements. The dimensions of masts, etc., we will send by the next Boat. The improvements which you propose we approve of, viz: fastening the caps with copper bolts instead of iron straps, & altering the contract in the Article of Waterways for the upper deck & substituting white pine for yellow pine, but not for the lower deck. Anchors & caboose knees we like to have as you propose & will send dimensions after it is ascertained that we shall have a use for them—for if we are to have difficulty with France, the Anchor may as well be in bar iron & the ship in the Forest & the men at the Plow. A short time will put us in possession of information which may lead us to have further correspondence upon this subject. We may find it convenient for both parties to keep still.

Yours very respectfully,
C. Mitchell & Co.

Nantucket, 1st April 1836.
Messrs. G. Barstow & Son.

Your favour of 2d Feby. was recd. when our harbour opened & as you had made arrangements with your friends for the Anchors, we did not think necessary to disturb them; neither did we think it necessary to say anything about plugging the decks or upper works, as these were not in the contract & we did not wish it done. When you are finishing the stern above deck, we wish you to have it done as near to the contract as it can be, without any regard to your own opinion of beauty. We have put on board Capt. Sturtevant's vessel two block-tin chambers for the pumps.

Herewith you have our draft on Josiah Bradlee & Co., Boston, for three thousand dollars at 4 months' on acct. of the April payment, which please to acknowledge, and also say if there is anything else you wish us to attend to.

Very respectfully your obt. svts,
C. Mitchell & Co.

Nantucket, 11th April 1836.
Messrs. G. Barstow & Son.

Your favour of 4th inst. was recd. in due course. You have done right in deciding to finish the stern agreeable to the Contract.

We think the price of salt low enough, & wish you to engage as much as you think we shall want for the ship. We approve of your manner of fitting the chains & channels as the C. Mitchell's were—mizzen chains long, to come above the rail without chainwales. We sent you the dimensions of masts, yards, etc., in December. If you have not received them you must let us know it.

Very respectfully your obt. svts,
C. Mitchell & Co.

Nantucket, 4th May 1836.
Wilson Barstow, Esq.,

The bearer, Mr. John G. Thurber, is going to Mattapoisett in pursuit of stock for us to repair the ship Maria with; if you have any that will suit him, we should be glad for you to furnish it & send your bill to us. If he should not find such as he wants in your yard, you would oblige us by giving him such information as will enable him to get it.

Very respectfully your obt. servts,
C. Mitchell & Co.

Nantucket, 30th May, 1836.
Wilson Barstow, Esq.,

Your favour of 28th was received by the Boat yesterday. The Boat leaves again this morning, before the Bank opens; therefore we cannot send the money this trip, but will send it on Wednesday. We would not have troubled you with the draft on Boston if we had not supposed it would be as good as Cash, less the discount. We will send the money for the Timber by Capt. Sturtevant. The Breasthook we have found here. We shall come with the Boat after the ship.

Respectfully your obt. svts,
C. Mitchell & Co.

Reminiscences

FORTY-FIVE YEARS AGO.

Plovers and sportsmen have arrived.

Brevet-Major George H. Tracy, of the regular U. S. army, arrived in town on Saturday, on leave of absence.

Married, in this town, September 7, by the Rev. Mr. Hoener, Thomas Hallett and Miss Mary Jane Hamilton, both of Nantucket.

Married, in this town, September by the Rev. C. S. Macreading, Jr., Edward B. Macy, of Boston, and Miss Imira W. Jenkins, of Nantucket.

FORTY YEARS AGO.

Married, in Falmouth, 31st ult., by the Rev. J. P. Kimball, Daniel K. Jones and Sarah A. Lovell.

Schooner A. H. Wonsen, of Gloucester, has been seized for fishing in British waters, and taken into Pictou, I. S.

Married, in Centreville, Sept. 1, by the Rev. Edmund Squire, Frederick V. Childs, of Centreville, and Susan Dunham, of Nantucket.

THIRTY-FIVE YEARS AGO.

Fishing is improving in all the ponds.

The south side of Straight wharf is being repaired.

A. M. Myrick sold at auction, Monday, five shares Pacific National Bank stock, at \$136 per share.

About seventy carriages were at the South Shore last Tuesday afternoon to witness the trial of L. A. Peck's new life-saving machine.

A nice crossing of flag-stones has been laid across Federal street from the corner of the Athenaeum to the opposite corner of Lower Pearl street.

The following colliers have arrived this week: schooner E. B. Wharton, Capt. W. T. Swain; the Fannie Lanmer, to Capt. Joseph McCleave, and E. H. Williams, to E. W. Perry & Co.

THIRTY YEARS AGO.

George Mackay, of Boston, on Tuesday shot fifty-seven green-heads.

The High School opens Monday, in charge of A. H. K. Blood, of Winchester, Mass.

A young lad named Lester Ellis was accidentally shot through the nose, Monday evening, receiving a wound which may disfigure him for life.

Miss Alice Coggeshall has been appointed assistant teacher in the Coffin school, to fill the vacancy caused by the resignation of Miss Green.

Yacht Sylph, Capt. Obed Swain, with a party of four, made a five hours' trip to Great Point rip, Monday, in which time they captured 127 fish.

TWENTY-FIVE YEARS AGO.

The Veranda House will remain open during the winter.

Miss Belle W. Macy, of this town, has accepted the charge of one of the public schools of Abington.

The thirtieth annual exhibition of the Nantucket Agricultural Society closed on Wednesday and Thursday.

The house on Saratoga street occupied by Alexander M. Chase, 2d, took fire yesterday morning, and but for the timely arrival of Willie Holland and some of the near neighbors, would have been entirely consumed.

TWENTY YEARS AGO.

The season of two boats a day will close on Saturday, the 27th.

Married, in Boonville, N. Y., 28th inst., Charles A. Howe and Mary Amberton.

Mrs. L. Farragut has sold to Mrs. John Cary, of Cleveland, Ohio, three lots at the cliff.

Miss Hattie M. Beal has passed the examination for admission to the Bridgewater State Normal School.

David Folger celebrated his birthday anniversary on Wednesday by entertaining a large party of relatives.

Helen B. Harris, a minister of the Society of Friends, preached to an interested audience in the Centre street Friends Meeting House, First Day morning.

FIFTEEN YEARS AGO.

E. P. F. Gardner has been appointed special police by the selectmen.

Married, in Fall River, September, Samuel R. Woolley and Miss Marina Hughes.

Married, in Siasconset, 9th inst., the Rev. E. C. Gardner, George Grimes and Miss Annie K. Pitman.

George E. Mooers sold at auction, Tuesday, the Creasey estate on West over street. Capt. John Killen was the purchaser, at \$175.

TEN YEARS AGO.

Town meeting next Monday evening.

Married, in Andover, 5th inst., Frances Bancraft and the Rev. Dr. William J. Long.

The mile-stones along the 'Sconset road have been painted, and the numbers thereon stand out clearly.

The estate of the late Charles E. Allen, on Chestnut street, has been sold to Miss Mary C. Whippley.

Sloop Hattie J., of New Haven, has been in the harbor this week, with a party of college students on board.

FIVE YEARS AGO.

President Roosevelt's private yacht anchored in back of the bar, Monday.

A. T. Mowry has sold the stable property of W. H. Wyer, on Cliff road, to Patrick B. Delany.

Married, in this town, 14th inst., Richard E. Ryder, of Chatham, and Rebecca D. Smith, of Nantucket.

Married, in this town, 10th inst., William F. Folsom and Alice E. Smith, both of Nantucket.

A song recital for the benefit of Billy Clark, our famous town crier, was held in the Athletic Hall, Wednesday evening, Miss Marguerite Hall, a vocalist of wide-spread fame, giving her services for the occasion.

MIRROR. SATURDAY MORNING

Nantucket's Town Crier.

(From the New York Sun.)

At Nantucket the visitor is likely to have chills and fever almost any day. Not the kind of chills and fever that calls for quinine. That's malaria, and it is declared that there is not now, has not been and never can be malaria on Nantucket Island.

The visitor can have chills and fever, nevertheless; chills when he realizes that little by little Nantucket's traditional quaintness is disappearing before progress, and fever, a fever of satisfaction, when he comes upon some corner or custom or character about which hangs the old delightful flavor.

There are a good many of these corners left, a few of the customs and even now and then one of the characters; but the most famous have gone. Why, there isn't even a town crier. For scores of years Nantucket had at least one crier and sometimes two or three. The occupation has lapsed now and the only evidence that it once flourished is Billy Clark's bell and horns in the historical museum.

Billy Clark died only last year, but he hadn't cried for several years before his death. Some literal minded persons say he died of consumption; but when The Sun correspondent said to one of Billy's contemporaries: "What did he die of?" the old gentleman replied:

"Why, he—just—hollered himself to death!"

Billy certainly did a lot of hollering in the forty-five years that he officiated as town crier. It's not exactly correct to say officiated, for the post was one to which Billy appointed himself. The town paid him nothing, except when he cried a town meeting. Then it paid the usual fee, which was 50 cents for a single cry, or 25 cents apiece if he was hired to cry for more than one person.

Billy gave good service for the money. Armed with horn and bell he perambulated the winding ways of the town to its utmost bounds. They say that back in 1861, when Billy decided to be town crier, he had a fine voice and even strangers could understand every word he said; but by dint of much hollerin' he "sort of wore out his voice," say the old timers. Strangers not only couldn't understand a word he said but were pretty tolerable well scared the first time they heard his raucous roar.

If inexperienced they sometimes stopped him and asked him what he was saying. But they never did it a second time. His resentment took the form of a crushing but silent scorn. He simply stalked grandly ahead and kept on hollerin'. One of his predecessors, Charles B. Chase, was perhaps quicker at repartee than Billy was. A summer girl once called out pertly from a hotel veranda as he went by:

"Hello, Mr. Crier! Where'd you get your bell?"

"Young woman," said he, "I got my bell where you got your manners—at the brass foundry!"

He was mighty quick, was Mr. Chase; but Billy was all there in the matter of dignity. Of course most folks spoke of him then as they do now, as Billy Clark, but they didn't do it to his face. If anybody said "Hello, Billy!" to him, he replied with a grandiloquent "Mister Clark, if you please!"

Nantucketers describe him mildly as: "not quite all there" or "with a screw or two lacking." That may be a bit worse than having a screw loose. Anyway something was lacking in Billy. Probably it was screws. Certainly it wasn't energy or honesty. Away back in war time a visitor to the island arranged with a New York newspaper to let Billy have all the copies of the paper he wanted. He guaranteed they should be paid for, whether Billy got around to it or not.

The papers were sent to Billy's order, but the office never had a chance to forward a bill for them. Billy kept sending money until the office was driven to remonstrance.

"Mr. Clark," they wrote, "please do not send any more money until we ask for it. We already have ninety dollars to your credit."

"Can't help it," replied Billy. "I want to keep ahead. I'm going to send some more in this letter," and he did.

Some of Billy's cries have come down in history. He used to mount the stairs of the Unitarian Church tower every day to watch for the steamer from "the continent," as they say in Nantucket. By the way, they sometimes even speak of going to or coming from America! It seems to widen the thirty mile stretch of water to the broadness of a sea; but it's an old time habit of speech, almost extinct now.

Well, Billy used to climb away up into the topmost chamber of the tower, a windowed cupola from which you see almost every acre of the island and miles of water in all directions. In the windows there were then and still are nice little framed openings large enough for the passage of Billy's horn. When he sighted the steamer he thrust the horn through each of these openings in turn and blew a fearful blast to the four quarters of heaven.

"And could you hear him all over town?" a young lady asked the contemporary of Billy. She received a pitying glance.

"Hear him! Well, if you couldn't have heard him three mile you'd a' had to ben deaf!" was the answer.

Having thus informed all Nantucket of the approach of the steamer, Billy would hurry down to the wharf, where his bundle of papers was thrown over to him while the boat was coming around to her berth. Hurriedly glancing at the headlines and ringing his bell or roaring spasmodically through his trumpet, Billy would then shout "the news—or his version of it. There was sometimes considerable difference between them.

The choicest mixups resulted when Billy combined the news of the day with local announcements. In order to explain the following samples it must be said that Nantucket fairly riots in auctions. They auction everything there from farms to fans and from corner lots to whale's teeth, but they are particularly addicted to meat auctions. Not in the summer time—the strangers clean up all the eatables then; but Saturday night out of season is sacred to the time honored meat auction.

The custom thrived in the '60s, also, which gave rise to a particularly fine specimen of Billy's crying. The news had just come of the Battle of

Manassas Junction and Billy announced it as follows:

"Great battle at Molasses Junction! Big number killed and wounded! Meat auction this evenin'!"

The meat auction, in fact, appears in most of Billy's cries which are being handed down, but seldom in so pertinent a conjunction. One man declares that Billy didn't say "meat auction" anyway, but "meat ox." He quotes him: "There'll be a meat ox at half a past 10 o'clock in front of Burgess's market. Corn beef! mutton 'n lamb! Half a past 10 o'clock! Meat ox!"

Another of his cries that is quoted is: "Now, there's been a fearful storm out West! A r-r-rippin' fire in New York! Horrible murder in Boston! Auction this evenin'! Corn beef! And a grand ball tonight at the rink and there's all the news today!"

However many screws might be lacking in Billy's mental makeup, he was shrewd enough to realize that the position of town crier carried with it some exceptional advantages. For example, who could be in a better position to call public attention to an impending birthday with its opportunity to the liberally inclined? As the anniversary of Billy's natal day approached, therefore, he included it in his regular announcements.

"My birfday's a-comin'! Meat auction this evenin'. Corn beef an' mutton! Don't forget my birfday!"

Unfortunately Billy's real birthday came in November, when all his summer friends had gone away. That was sad for Billy as well as—so it seemed to him—for his off islander acquaintances. So he quite easily remedied this by having two birthdays a year, one for summer use and the other for home consumption. The latter brought him a great many cakes baked for him by kindly Nantucket housewives; so many, in fact, that Billy finally literally cried loud that cakes were a drug in his market, likewise neckties. Plain cash was always welcome.

Nantucket has a word, "foo-paw," which it uses—jokingly nowadays, though originally it was probably a miscalling of the words faux pas—to describe a blunder of any sort. One of Billy's foo-paws was when the news reached Nantucket that the jetties for deepening the harbor were to be built. Billy was told that Nantucket had got the jetties, and not being quite clear as to what they were he cried the news thus:

"The jetty's at the wharf! The jetty's at the wharf!"

During the war Billy was drafted, and though not at all eager to go—quite the reverse, in fact—he did repair to "the continent" and present himself at the specified place. The recruiting officer soon discovered the absence of those screws which were lacking, but they duly enlisted him, or at least went through the forms of it. Then they said:

"Now, we're going to give you a furlough of 99 years and 12 months."

Presenting him with a paper to that effect they sent him off home, quite enraptured at being a soldier without the immediate necessity of going to war. He cried his own news on his return.

"I got a furlough for ninety-nine years an' twelve months! I got a furlough for ninety-nine years an' twelve months!" Apparently he thought his furlough was just like any other.

Nantucket is said to have sent more soldiers to fight in the civil war than any other town, in proportion to the population. That being the case no one will accuse Nantucket of lack of patriotism or courage even though one of her soldiers was shot—in the back. Poor Billy had been used to shouting about glorious victories and in his excitement got mixed up and made another foo-paw of the item.

"Glo-o-orious news!" he shouted. "Glo-o-orious news! Blank Blank's shot in the back!"

Billy's last crying was done several years ago. After that he hadn't the strength. He had literally "hollered himself to death." For three years he used to go about town in the summer selling his picture to old friends and new. He was bent and feeble, though he wasn't yet 60 years of age. Finally he gave up entirely and the last year of his life he did not go out at all.

He is buried in one of the half dozen cemeteries which form a crescent encircling the old town. A monument now marks his grave, all of his old friends, from Maine to California, chipping a little bit apiece that there should be something to show where the last of Nantucket's town criers had stood in the affection of its visitors; for it looks as if Billy Clark was to have no successor.

One man did try to wear his mantle, but the reign was short and isn't counted. Billy closed the chapter and nobody seems equal to reopening it. Newcomers go and look at the bell with its worn handle, the great horn which could be heard "three mile" by all who were not "deef," and they sigh for the slowly vanishing quaintness of quaint old Nantucket.

The Christopher Mitchell Letters.

From the firm's old "letter-book."

Nantucket, 30th Octo. 1835.

Mr. L. Gay, Albany, N. Y.

Sir: A vessel has arrived here from Albany with 7 or 8 thousand dressed staves on board, belonging to Messrs. Myrick & Meader, Coopers, of this place.

We have made inquiry of them to learn why they imported these staves without our consent. They say they were informed at Albany that they had a right to bring them into this county. This information is not correct. We purchased the right for this County of the Patenters in Boston for Six hundred dollars & shall not consent for anybody to infringe upon that right with impunity. We have settled with Mr. Myrick for this parcel upon amicable terms & shall inform all the masters of packets that it is our intention to prosecute every one who introduces these staves into this county without our consent.

We have heard nothing from Mr. Folger respecting staves, this season. Very respectfully, your most obt.

C. Mitchell & Co.

Nantucket, 30th Octr. 1835.

Mr. Thos. Folger, Geneva.

Dear Sir: Since we wrote you on the 14th July by Mr. Barrett, we have sold 15 thousand more of the Hhd. Staves at \$50, to be paid in casks next spring, which leaves about 4 thousand unsold & if there is no demand for these soon, we shall take them to our own shop. We have sold some more of the pipes at \$50, but the demand for them is very small.

We do not know what your intention is about shipping staves; but if you conclude to quit, we should like to know it, as we should wish to sell the patent right for this county before we get involved in a law suit by having our right infringed upon. Importations have already commenced of purchases made in Albany, of Mr. Gay, by Chas. G. Myrick & Reuben Meader, who say that they were informed in Albany that they were at liberty to bring them here. We have made a compromise with them this time & told them we should prosecute the next time. The last account we have of the Maria is by the Francis at New Bedford, on the off-shore ground, 10th May, with 1,650 bbls. to cruise the year out & then home.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 7th Nov. 1835.

Stephen Merrihew, Esq.,
Merchants Ins. Co.

Sir: We perceive that the information from the Sandwich Islands makes it out that the ship Phebe leaks badly. This information is not correct. We have a letter from Capt. Russell, dated Oaher, 21st June, 1835; he says his ship is in good order excepting a leak of about 50 strokes per hour, which has not increased any for the last three months. He would leave in about 2 hours for the coast of Japan. None of his crew had deserted at the islands. This, of itself, would be sufficient to show that the ship did not leak badly.

Very respectfully your most obt.
C. Mitchell & Co.

Northwest 12th Nov. 1885.

Along with you, we have an invoice of 20 boxes Fall stamped all on board the mail steamer, Capt. W. H. Swan, next Christmas. This is the first oil we have sent. This is the first oil we have sent this season. The weather has been so mild until now that good Fall oil could not be made before, although we perceive that our furnaces have been shipping it for some time, apparently in haste to realize good prices, and from the information which we are daily receiving from the show in the Pacific Ocean, there is no doubt but the prices will come in for your friends.

[illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.



Representative Sharp

Senator White. Representative Sharp Both Able Legislators With Good Records.

next session. Referring to White, "Practical Politics" says:

"A man who is a national bank president at 36 must be possessed of a little more than ordinary ability. When in addition he can leave his island and home, cross over to the Cape and running as an independent candidate for the senate, defeat such a veteran campaigner as Capt. "Tom" Pattison, he must be a good deal out of the ordinary. Such a man is Senator John E. White of Tisbury, president of the Marthas Vineyard National bank, who has just completed his first year in the state senate. Just to give an idea of the impression that John E. White has made on Beacon hill, it might be said that just now he is the most likely successor of Allen T. Treadway, a president of the senate in 1912, if the people of the Cape possess the wisdom to return him for two more years and we believe the Cape will do that for the sake of having a president of the senate, if for nothing else. But John E. White is apt to have a good many more things by the end of next year to commend him for a third term. He certainly has enough now to commend

When he was named as chairman of the special committee there were plenty of odd winks. There was talk of a whitewash and of covering up. "That's all right," it was said, "the man is a national bank man and he has money devils hate him. He has been a devil for a purpose. Now watch and

The savings bank occupies so much of a place in the community that few people outside of those who scan the annual report of the bank commissioner appreciate how much it belongs to the people. The savings banks themselves have total deposits in excess of national banks and the yearly five per cent tax on savings bank deposits brings in over \$2,000,000 a year to the state. Massachusetts is primarily a savings bank state, and this trust was too important and serious to be played with. Chairman White appreciated that fact.

Then the report came out. Some of those who were hit by it are trying to recover. Words were mined and the whole truth was told. The bank commissioner's office, trustees, and others were held responsible for what happened. In such as Arthur B. Charles had

The suggestions made for amendment of the savings bank were also sharp and to the point. They said that money for him he has learned it, but this man of the island, the quiet man who did skyrockets and has but little care for publicity, has put the entire state of the great savings bank population the state under a great big debt obligation to him. He has performed an extraordinary service, for which will never get all the credit he deserves.

As a member of the committee ways and means, on which he served in the house when he was there in 1908, he played an important part in keeping the state tax down to 1 per cent, when everybody was predicting that it would be from 3 to 5 per cent.

With such a record as this before him, John D. White should have no trouble in securing an unanimous nomination."

year—certainly a record. The sketch reads: to Dr. Sharp's "Dr. Benjamin Sharp of Nantucket was to the house of 1810 like a refreshing breeze from his adopted Nantucket. Possessed of wide information on an inexhaustible range of subjects he always contributed information when he discussed a subject, not mere words. His reputation commanded the attention of the house at first, and when the house had once heard him it was eager to hear him again. Honored by Speaker Walker with a committee chairmanship, something extremely unusual for a first year man, he did not confine his talents to the consideration of questions involving libraries, although that was the committee over which he presided, nor to his specialty, fish and game, upon which committee Speaker Walker also gave him a place. He was an excellent all-round speaker and all-round legislator and Nantucket conferred a favor upon the general court sending him to the lower branch

Although his relations with the subject of fish and game have been those of a student of the subject, and one of the leading students of the country, his advocacy of several fish and game bills sought by the Cape and Island residents, who are interested in fish, from the practical standpoint of increasing the material wealth of the community, lent material weight to the side of the question, and he was an important factor in securing the passage through the house of a bill designed for the propagation of fish.

Dr. Sharp was born in Pennsylvania 51 years ago, but always has claimed to have been born in Nantuxet at the age of 12, when he went there to the Coffin school. From there he went to Swarthmore college and in 1874 graduated in medicine from the University of Pennsylvania. He then studied abroad for four years at the Universities of Berlin and Leipzig and in 1878 graduated in pharmacy from the University of Wuerzburg, Bavaria, where he is best known in the United States as the birthplace of a famous brew of hops.

In 1871 Dr. Sharp was engaged as a scientist for experiments for the United States Fish Commission at the Biological Station at Woods Hole and in 1880 was sent to the West Indies to collect natural history specimens for the Academy of Natural Sciences, Philadelphia. In 1888 he was placed at Woods Hole, and in 1891 when Dr. Cook's friend, Robert Peary, made his first expedition to Greenland, Dr. Sharp was sent along as biologist to the expedition and obtained much valuable data in the Arctic region. In 1898 he was sent to the Sandwich Islands to collect specimens for the Academy of Natural Sciences and in 1899 was again in the north, this time in the United States revenue cutter *Albatross*, on a cruise through the Bering sea and in Alaska.

In 1944 Dr. Sharp was selected as the Academy of Natural Sciences delegate to the International Zoological congress at Zurich, Switzerland, and while in England latter in the year he spent some time in studying the fisheries of that country, taking a cruise with the steam trawling fleet into the North sea, thus adding greatly to his knowledge of world's fishing industries, and obtaining data and information which proves very valuable to him and

Dr. Sharp served as delegate to International Zoological congress which convened in Boston in 1977, but previous to that time taken up permanent residence in Nantux where he had for many years maintained a summer home, and throughout his deep interest in zoology pertaining to the island and as well known as though he could really claim to have been of a bucket here.

At different times, Mr. Sharp was professor of zoology at the University of Pennsylvania, the Academy of Natural Sciences, and the Boylston school of Philadelphia. He is a member of the National Geographic Society of Washington, D. C., and the Boston Society of Natural History.

Reclus being a member of the Academy of Natural Sciences of Philadelphia, Dr. Stary was for several years corresponding secretary and member of the council of the same. He has published a number of scientific works, among them: "Treatise on the 'Phanerogamae of the Forests,'" and numerous papers on travel, history, whaling and navigation. Through his writings and his other research he has gained prominence throughout the United States, he featured in many of the largest newspapers of the country upon scientific topics.

Children Cry
FOR FLETCHER'S
CASTORIA

Reminiscences

FORTY-FIVE YEARS AGO.

No plovers this season.

Married, in Woburn, 30th ult., Charles W. Macy and Mrs. Mary B. Hale.

Married, in Charlestown, 5th inst., Alfred Coleman and Miss Mary J. Winslow.

Married, in New Bedford, 1st inst., Joseph H. Mallory, of U. S. frigate Powhatan, and Miss Josephine C. Lumbert, of Nantucket.

Ship Alpha, of this port, now in San Francisco, has been purchased by E. W. Howland, of New Bedford, on private terms, to continue in the whaling business.

FORTY YEARS AGO.

The Barnstable Baptist Association is to hold its next meeting in Nantucket, on Wednesday and Thursday of next week.

The fifteenth annual fair and exhibition of our Agricultural Society will be held on Wednesday and Thursday, the 28th and 29th.

A new steam plow was in operation on the farm of Mr. Clapp, near Washington Village, this week, and proved entirely successful, plowing to a depth of nine or ten inches.

THIRTY-FIVE YEARS AGO.

The Ocean House closed Thursday.

Friday afternoon the mercury fell twenty degrees in three hours.

Married, in this town, 14th inst., Sampson D. Pompey and Miss Susan B. Kelly.

Mrs. F. B. Smith had about thirty pupils at the opening of her school for dancing, last Monday evening.

The Davis Gorham house on Gorham's Court has been purchased by Capt. Freeman E. Adams, for \$1,200.

Married, in this town, 15th inst., by the Rev. C. N. Hinckley, Thomas E. Grant and Miss Ellen F. Nickerson.

THIRTY YEARS AGO.

Wild grapes are in order.

George A. Grant has sailed as third officer on bark Alaska.

The Sherburne and American Houses are the only hotels now open.

E. W. Perry & Co. are to repair the upper portion of Old North wharf.

A vessel with lumber and material for repairing Old North wharf is expected next week.

The Summer Street Baptist Sunday school are to have a clambake at Madaket, Saturday.

TWENTY-FIVE YEARS AGO.

Teamsters have been kept busy this week, drawing coal.

A new coal shed has been erected for the Wannacommet Water Company.

The frame for John C. Ring's new house, at the junction of Hussey and Liberty streets, was raised by C. H. Robinson, last Saturday.

Yacht Dionis, Capt. Barzillai Luce, met with an accident to her steering gear while near Great Point, Wednesday, and was towed in by yacht Vesta, Capt. William Jernegan.

TWENTY YEARS AGO.

Isaac Hills has sold to H. K. White a lot of land in 'Sconset.

C. H. Robinson has sold a piece of land at the Cliff to Mrs. Alanson Cary.

Plans are being drawn for Mrs. Mary S. Cary, for a cottage to be built on the cliff.

Little Thatcher Baker had his hand burned by an explosion powder with which he was playing.

Frederick W. Marvin fell from a staging on York street, last week, and was slightly injured.

Dr. J. Alban Kite dislocated his ankle, late Monday evening. Drs. Harold Williams and Benjamin Sharp rendered surgical aid.

FIFTEEN YEARS AGO.

The season of two boats a day closes the 21st.

W. T. Swain, jr., will enter one of the bicycle events at the Brockton Fair.

A. M. Myrick sold at auction, Monday, 10 shares Pacific Bank stock, at \$143.

Miss Mary B. Paddock, teacher of the Tuckernuck school, has sent in her resignation to the committee.

Mr. Prince, agent of the State Board of Education, is in town, and held a teachers' institute Friday afternoon.

TEN YEARS AGO.

Last Sunday boat on the 16th.

The last train of the season from 'Sconset will run on Saturday, the 16th.

Steam yacht Cayuga, of New York, was anchored in the harbor on Monday.

Miss May E. Smith, N. H. S., '00, has entered the Ladies' Seminary at Tilton, N. H.

Schooner Hope Haines has been discharging a cargo of ice for the Wannacommet Ice Company.

Misses Emily Chase and Irma Wing left early in the week to enter upon a course of training in the State Normal school.

FIVE YEARS AGO.

The black duck shooting season is on, and a number have been brought in.

Owing to a southeast storm, steamer Gay Head did not make her return trip on Tuesday.

The bathing establishment at the Cliff closed this week after a very successful season.

Schooner Serena S. Kendall arrived Sunday with a cargo of pea coal for the dredging company.

Walter S. Chase, steward on tug Charles F. Harris, had his left forearm badly scalded, Wednesday, by the upsetting of a pot of coffee.

The annual supply of water to London, England, is 82,125,000,000 gallons.

Sept 24. 1910

The Christopher Mitchell Letters.

From the firm's old "letter-book."

Nantucket, 9th January, 1836.

Mr. Thos. Folger.

Dear Sir: Some apology is required from us for not answering yours of the 9th Nov. as soon as it was received, & we have no doubt but you have thought so yourself, but we do not know whose door to lay it to, except that of neglect—a very poor excuse, too, you will say. We have sold the remainder of the Hogshhead Staves, to be paid for in casks when the ships want them. We are preparing a place to build a shed large enough to keep staves from being exposed to the weather, should you send us any more. As long as the whaling business is carried on from here, staves will be wanted for the casks; but it is not for us to say whether you can make it profitable or not. Your present experience is worth something & might qualify you to judge for yourself. After the gale on the lake at Buffalo, we expected to hear that you had lost the Schooner, but the papers did not tell us so. We are expecting soon to hear that you have sold the Farm!

We were something disappointed in not getting a better voyage by the Peruvian, but it was principally owing to the age of the ship. We have not sold out entirely, but have concluded to hold one quarter and Seth holds one eighth. This does not enable us to pay the note, for we have not yet sold any of the oil; and then we have laid down the keel of a new one, 330 tons—one quarter for Seth. Poor encouragement to build new ones, you will say!

We have just received a letter from Capt. Alexr. Macy, dated at Payta, 5th Octo., after an unsuccessful cruise, in which he saw whales but three times & took 150 bbls., which makes him but 1,500 barrels. He had caulked the ship all above the bends & done considerable repairs to the ship & says she is now in good order; had paid all his bills & could add something to his provisions without drawing for funds. Think we need not look for him until after the middle of April, as he does not wish to come on this coast before that time on account of the ship, if he can stay so long. Says he has good officers & a good crew & they are all well & all they want is to see whales & they can get them, but thinks they are as plenty in the Atlantic Ocean as in the Pacific. At the present price of oil, this would be a saving voyage, but we do not expect that it will maintain its present price through the spring, for there are a large number of ships to arrive between this & June. We have a few thousand of the thin pipe staves (say three or four) remaining unsold.

These we expect to get rid of in the spring at \$50, the price which we have been selling them at. Mr. Barrett has not discouraged any of us from traveling. It is owing to various other causes. The coming season will find business enough for us all at home if Jackson does not get us any further into this foolish scrape with France. There is great danger yet.

Your former neighbor, Abisha Bunker, died yesterday. Cousin John Bearse lives yet, but has lost all his reason. Father & Mother Mitchell are about the same; at least we do not discover any difference since last Summer. The other members of the family are as well as usual. The Mariner is looked for next May. We omitted mentioning in the right place that we had settled with the persons who had infringed on our patent; they paid us one dollar per thousand, sufficient only to let them know that the right belonged to us alone.

Respectfully, your friends,
C. Mitchell & Co.

Nantucket, 19th Jany. 1836.
Messrs. Josiah Bradlee & Co.

Gentlemen: We wrote you on the 16th inst. by the Enterprise requesting that, if you had not sold the Hemp which you were expecting by the Timoleon, you would ship us five tons by the Enterprise & five tons by the Geo. Washington & get the whole insured. These vessels are loaded & only awaiting a wind, and by the time they can make their trips, it will be necessary for us to have a part of the Hemp, unless we are to have a war with France; therefore if yours is sold, we wish you to purchase that quantity & ship it as above.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 12th March, 1836.
Mr. Thos. Folger.

Dear Sir: Your favour of 8th ulto. came to hand when the embargo which had laid upon us was raised. We are sorry that we disappointed you on the score of money, but when we received your November letter our money was all laying in oil and we have not yet been able to realize more cash from it than was required to make our payments on the new ship. In quitting the stave contract we shall have to sacrifice the cost of the patent right, unless we find someone who will be willing to take it off our hands for the remaining seven years. We are glad to find that Thomas & Henry were safe in the gale, and think you have good cause to be grateful to a kind Providence for their protection.

You will have seen by the papers that the Chas. Carroll has arrived with a good voyage and that she reports the Maria with 1,500 bbls. This is what Capt. Macy writes us he has got; he also writes that he shall use up two months in looking for whales on his passage home, & that we need not look for him until after the middle of April & we were in hopes that he would add something to his oil in that time; but as Jarvis Bourne was coming by Holmes Hole today he saw a ship coming out & spoke her & it was the Maria, with 1,500 barrels!

We have called on Captain West to know if he was authorized by you to take care of your oil, & he informs us that he is not. This being the case, we have concluded to take it up and store it in the stave yard in front of G. C.'s house, where it will be safe & free from expense until we hear from you.

Half past four, P. M. Capt. Macy has just arrived & informs us that he was obliged to make the best of his way home on account of the Scurvy, being entirely out of vegetables. He has one man down with the scurvy now. He took one 40-bbl. whale off Trinidad.

Very respectfully your friends,
C. Mitchell & Co.

Reminiscences

FORTY-FIVE YEARS AGO.

The lower end of Orange street is undergoing repairs.

The establishment of a glass factory in New Bedford is talked of.

Married, in Chelsea, 4th inst., Edward H. Perry and Miss Mary Elmore Arnold.

FORTY YEARS AGO.

Married, in Newport, 29th ult., Howard Gardner, of Nantucket, and Miss Mary Alice Mason, of Newport.

Miss Helen A. Gardner, late first assistant in the Coffin School, has resigned to accept a position in Boston, and Miss Lydia M. Folger has been promoted to fill the position.

Miss Lizzie Riddell and Miss Eliza S. Paddock have been appointed assistants in the Coffin school, a large increase in the number of scholars making it necessary to employ additional teachers.

THIRTY-FIVE YEARS AGO.

The mercury fell to 46 degrees on Thursday morning.

A gray eagle was seen in the vicinity of the old mill, Wednesday.

A party of government surveyors arrived here last Tuesday on yacht Minnie Rogers.

A party of six ladies and gentlemen caught fifty-four dozen perch in Sackachacha pond on Tuesday last.

Married, in Denver, 10th inst., Capt. Edward Whiteford, of New Mexico, and Miss Judith Chase, of Nantucket.

A little son of W. J. Burgess was slightly injured Monday, by being accidentally pushed down a flight of stairs by some of his school fellows.

THIRTY YEARS AGO.

Bonitoes are in the market.

The corn worm has attacked the crop.

Cranberry gleaners are on the war path.

Twenty pupils from one school are down with measles.

Sidney Fisher killed ten plover at one shot, a few days since.

Married, in Providence, 14th inst., John M. Potter and Elizabeth M. Kingsley.

Samuel King has recently finished stuffing a shark, which is to be placed in a western museum.

TWENTY-FIVE YEARS AGO.

The Springfield House closes Saturday.

Married, in Brockton, 21st inst., Arthur C. Brock and Miss Josie H. Osborne.

Married, in Lawrence, 17th inst., Rev. Charles F. Sweet and Miss Matilda Hill.

Schooner Mary A. Killen, from Friendship, Maine, for Key West with ice, was at the bar, Tuesday.

Married, in New Haven, 19th inst., by the Rev. Phebe A. Hanaford, Dr. Walter J. Marsh and Miss Lillie M. Babcock.

TWENTY YEARS AGO.

Bluefish are still caught off 'Sconset.

Four fishing smacks were off 'Sconset, Wednesday.

Dr. Sharp spoke before the Unity Club, Wednesday, on the West Indies.

W. B. Gardner has contracted to build two cottages in 'Sconset for next season's occupancy.

Richard E. Burgess has purchased a lot about 40 feet square on 'Sconset bank, adjoining the fish market owned by O. C. Folger, upon which he proposes to erect a cottage.

FIFTEEN YEARS AGO.

Bluefish have become scarce.

The Siasconset postoffice closes Monday.

The net fishermen are getting a large number of bonitoes.

Steamer Marthas Vineyard lay aground on the bar, Saturday morning, until nearly 9 o'clock.

A sturgeon, caught by C. S. Glidden and John P. Taber, was exhibited in the market of Holmes, McCleave & Co., on Monday.

Robert B. Coffin and Capt. William Jernegan left Thursday to be present at a gun drill of the Massachusetts Humane Society at Prides' Crossing, near Beverly.

TEN YEARS AGO.

Last noon boat on the 22d.

The oyster beds in Polpis harbor are producing an excellent yield.

Steamer Petrel's crew caught 1,500 bluefish in the rips, last Wednesday.

U. S. Steamer Azalea came into port, Wednesday, with supplies for Sankaty.

Schooner N. H. Skinner, bound from Bath to Philadelphia, with ice, was disabled near the Coskata life-saving station, Tuesday. The crew went to her assistance.

FIVE YEARS AGO.

Perch are plentiful in Miacomet pond.

Catboat Ethelmar has been placed out of commission for the winter.

Herman Wagner, superintendent of government telephone systems, arrived Wednesday to overhaul the Nantucket line.

Tug Hamilton A. Mathes of Boston arrived Sunday to work with the second dredger in deepening the channel and harbor.

Catboat Volante, Capt. John Fisher, made a record catch of bluefish last Saturday in Great point rip, bringing home 48 specimens.

Miss Susie Jones, a graduate of the local branch of the Plymouth Business School, has accepted a position with the American Soda Fountain Company of Boston.

Sept. 24. 1910

Do you want
the **BEST?**

Go to

HOLLAND'S CHEESE

All kinds—Edam, Pineapple, Swiss, Neufchatel, Cream, MacLaren's, Young America and English Dairy.

Huntley & Palmer's Dinner and Breakfast Biscuit, one and two pound tins.

WARD-CORBY'S TIP-TOP BREAD

Fresh Every Day.

Try One Pound of Our 30c TEA---4 lbs. \$1.00

New Potatoes, 5c lb.

Fancy Pop Corn, 7c lb., 4 lbs. 25c

New crop fancy New Orleans Molasses, 55 and 60c gal.

New Dates, 3 lbs. 25c

5 gallons Standard Oil, 65c

18 lbs. Brown Sugar, 1.00

Chase & Sanborn Coffee, 32c lb.

Quaker Oats—large packages—25c lb.

Fancy Coffee, 20, 25, 32, 35c lb.

Fancy tea, 38, 50, 60, 70c lb.

Fancy Fruit of All Kinds

Celery, Lettuce, Parsnips, Citron, Hubbard Squash, Carrots.

4 lbs. Lump Starch, 25c

Fancy Seeded Raisins, 12c pkg.

Seedless Raisins, 15c, 2 for 25c

Bulk Raisins, 10c, 3 for 25

Fancy Prunes, 10c, 3 for 25

Fancy Prunes, 15c, 2 for 25c

Evaporated Peaches, 15c lb

3 pkgs. Dog Bread, 25c

3 pkgs. Corn Starch, 25c

Canned Spinach, 15c

6 cakes Star Soap, 25c

3 cans Corn, 25c

Evaporated Apples, 15c, 2 for 25

6 cakes Lenox Soap, 25c

WILLIAM HOLLAND

Oct. 1. 1910

D MIRROR. SATURDAY

The Christopher Mitchell Letters.

From the firm's old "letter-book."

Nantucket, 24th March, 1836.

Messrs. Josiah Bradlee & Co.

Gentlemen: Your favour of 19th inst. is recd. with a bill of one bale raven's duck on board the Olympus & a copy of the documents from Louisville.

We shall avail ourselves of the liberty of drawing with the understanding that you shall be in possession of more property than sufficient to meet the bills before they come due. We have drawn on you this day

in favour of James Athearn for two thousand dollars at 4 mos. Our next draft will be for \$3,000, 1st April, in favour of G. Barstow & Son.

With regard to the demand of Messrs L. & G. Bell for bad oil to be made good, we think the amount in this case is not sufficient to stand a law suit, as we did in the Baltimore case, & after being more than ten years in dispute, sunk more than the whole amt. of the oil, which was sold at \$1.15 per gallon.

We have become quite familiar with these demands & do not feel alarmed when they are made. If you cannot satisfy Messrs. Thining & Perkins that the oil was such as you sold it for, you had better make a compromise with them & charge us with the loss. When we made you those shipments of Winter oil we had not a gallon of any other kind of manufactured oil in our possession.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 1st April, 1836.

Mr. Nathan Comstock.

Dear Sir: The bearer, Samuel King, has been a voyage to the Pacific Ocean in our ship Maria & is now about visiting New York for the purpose of sending some of his earnings to his friends in Ireland & we have taken the liberty to give him a draft on you for two hundred & fifty dollars at sight. You would oblige us by paying the same and charge the amount to our acct.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 4th April, 1836.

Messrs. Josiah Bradlee & Co.,

Gentlemen: Your favour of 30th ult., covering sales of 26 casks Fall strained oil, was received yesterday & the amt., \$1,326.37, is charged to your acct. Herewith you have an invoice of 26 casks very handsome spring strained Oil. This will not stand a degree of cold much below the freezing point, without chilling. We shall have another invoice ready to ship by the last of this week.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 12th April, 1836.

Messrs. Josiah Bradlee & Co.,

Gentlemen: Agreeably to our advice of 4th inst., we herewith hand you another invoice of spring strained oil by the Schr. Geo. Washington, Capt. T. J. Whitney. This is not quite so light colored as the last invoice, but we think it will stand the cold better than that. We have drawn on you this day for one thousand dollars at 4 mos. in favour of James Athearn.

The risk on the Maria expired on the 21st March; our premium notes for this risk are No. 18,177 for \$981 in the Merchants' Office, & No. 1,659 for \$301 in the National Office. Please to pay these when due & charge the several amounts to our acct. & oblige.

Your friends,

C. Mitchell & Co.

P. S. Please to ship by the Geo. Washington two tons first quality clean St. Petersburg hemp, get it insured & charge the amount to our acct.

Yours, etc., C. Mitchell & Co.

Nantucket, 20th May, 1836.

To the Parents of Hiram McKinley, Philadelphia:

We have just received a letter from Thos. W. McKinley, dated at New York, 16th April, 1836, making inquiry about your son, Hiram McKinley, who sailed from this port in May, 1834, on board ship Phebe, Capt. S. S. Russell, and wishing us to communicate to you any information which we may have respecting him. The latest information we have from that ship is contained in a letter from Capt. Russell, dated at Oaher, Sandwich Islands, 25th Nov., 1835, received 9th of this month by ship Mariner, direct from there. The ship had been one season on the coast of Japan & had obtained 500 barrels sperm oil. Very few voyages, at this time, are performed in less than three years & without some extraordinary success we think this one will be lengthened to near four years. Capt. Russell does not name any of his crew particularly, but in general terms says they enjoy good health. You will see by the superscription of this letter that we did not know who to address by name.

Very respectfully,

C. Mitchell & Co.

Nantucket, 21st May, 1836.

Messrs. Josiah Bradlee & Co.,

Gentlemen: We are in want of 350 first quality water rotted flax & are informed by Mr. Reuben R. Bunker, who has a manufactory of twine in this place, that he gets his flax of George Thacher & Co., Long Wharf, Boston. He has laid in his stock this year, of a superior lot of American flax. If those gentlemen would let you have some like that, we should be glad to have it, even if we had to pay something more for it, but rather than have an inferior kind of American, we should prefer first quality St. Petersburg. We should be glad if you would ship it by the first packet & charge to our acct.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 23d May, 1836.

Messrs. Josiah Bradlee & Co.,

Gentlemen: Your favour of 16th inst., came to hand by the Enterprise, asking advice respecting the Winter Oil which remains unsold. We think it would be a safe speculation for anybody at 90c, but as we should probably lose less by having it sold at that price than by keeping it over the warm season, you are at liberty to sell it. We shall commence making candles as soon as we can make them as dry as New Bedford brands, or by the first of June.

Very respectfully your friends,

C. Mitchell & Co.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in this town, 1st inst., by the Rev. S. D. Hosmer, Frederick C. Coffin and Miss Martha Ann Gardner, both of Nantucket.

Married, in this town, October 1, by the Rev. C. S. Macreading, Jr., T. E. Bowman, of New Bedford, and Miss Eliza A. Wilson, of Nantucket.

The number of vessels passing Cross Rip light station for the quarter ending September 30 was: ships 13, barks 117, brigs 591, schooners 7,376, sloops 586, steamers 529; total 9,212.

FORTY YEARS AGO.

Married, in Edgartown, 19th inst., James C. Sandsbury, of Nantucket, and Miss Fanny F. Snow, of Edgartown.

Married, in this town, 28th ult., by the Rev. S. D. Hosmer, Henry F. Fisher and Mary Lizzie Cathcart, both of Nantucket.

The fifteenth annual cattle show and fair of the Nantucket Agricultural Society was held on Wednesday and Thursday.

Married, in New Bedford, 19th ult., by the Rev. D. D. Winn, George H. Coon, of New Bedford, and Miss Sarah J. Worth, of Nantucket.

THIRTY-FIVE YEARS AGO.

The River Queen is hauled up at the Straight wharf for the winter.

The twentieth annual exhibition of the Nantucket Agricultural Society was held on Wednesday and Thursday.

Capt. Charles C. Mooers has on exhibition a sunflower he has raised, which measures one foot in diameter.

A young son of W. H. H. Smith had the second finger of his left hand badly jammed by a wheel on a timber gear, Monday, and it was found necessary to amputate the end of the member.

THIRTY YEARS AGO.

The tongue of the bell in the Unitarian church has been repaired this week.

Married, in Cambridgeport, 1st ult., George Howland Folger, Jr., and Miss Lillias Hebard.

Yacht Lillian, Capt. C. E. Smalley, made the passage from Bass River breakwater to her dock here, Thursday, in three hours and fifteen minutes.

The first two classes of the Coffin School have formed a military company, and on Monday were drilled for the first time by Major Albert B. Holmes.

Married, in Charlestown, 23d ult., by the Rev. Thomas Dawes, Herbert C. Gardner, of Boston, and Miss Carrie Louisa, daughter of William H. Macy, of Nantucket.

TWENTY-FIVE YEARS AGO.

Married, in this town, 1st inst., Thomas Childs and Mrs. Mary C. Pease.

Frank E. Coffin has contracted to erect a cottage at Siasconset for E. A. Lawrence.

Married, in San Francisco, 17th ult., Charles E. Doughty and Miss Mary A. Jenkins.

E. J. Hulbert sails the 14th inst. from New York on steamer Ems, for a visit of several months in Europe.

TWENTY YEARS AGO.

F. S. Rollins is having repairs made to his cottage on the cliff.

Joseph F. Williams, of this town, has been granted an original pension.

Steamer Nantucket was obliged to put back to her dock, Monday, on account of a rapidly increasing gale.

There was a pleasant family gathering at the home of the Hon. William R. Easton, Friday, to celebrate the 88th anniversary of his birth.

Eugene Clisby and W. R. Morris, at Surfside, Saturday, while essaying to launch their dory to look after bluefish nets, were capsized and their boat dashed to pieces.

FIFTEEN YEARS AGO.

The 'Sconset postoffice closed Monday night.

Charles H. Robinson is to erect a cottage north of the cliff beacons for W. H. Lippincott.

A. T. Mowry, real estate agent, reports the sale of the William C. Swain estate on Main street to Mrs. Annie B. Rogers, of Melrose Highlands.

John J. Phelan was thrown from an order wagon, Monday, on Water street, by the breaking of the seat, receiving severe bruises, which have confined him to the house.

TEN YEARS AGO.

Steamer Petrel brought in over one hundred bluefish on Thursday.

Guy T. Grimes has been visiting his brother, George E. Grimes.

The steamer has been late in arriving for several nights on account of the fog.

G. E. Mooers, agent, has sold the Veeder estate on Orange street to Harry L. Hamblen, of Edgartown.

The state highway commission has awarded the contract for building the new section of state road to Rollin M. Allen.

FIVE YEARS AGO.

Married, in Chelsea, 1st inst., George Olcott and Miss Charlotte C. Hull.

Married, in Dorchester, 2d inst., John H. Farnham and Miss Mariauna Eldredge.

Bluefish and squeteague are still being caught from the beach at the south shore.

Catboat Lutie, for years a familiar boat in these waters, is now in service in Chatham.

Married, in this town, 5th inst., by the Rev. F. W. Manning, Albert B. Pitman and Miss Charlotte M. Wyer.

FOR SALE.

The land and building known as the Pleasant street Baptist church, situated on the corner of York and Pleasant streets; also a parlor organ. Apply to E. W. Wilkes, Trustee, P. O. Box 1356, Nantucket, Mass.

of 11

For Representative

Thanking the citizens of Nantucket for the honor they conferred on me last November in choosing me to be their Representative in the General Court, I wish to announce that I am a candidate for another term. If the voters think that I did well for the island's interest in my first term, I feel that I can do better now with what knowledge and experience I have gained in the past year.

Benjamin Sharp.

s23 7t

Instructions for a Whaling Voyage.

An unusually interesting extract from the Christopher Mitchell letter-book, this week, is in the form of a "letter of instructions" given to Capt. Elisha H. Fisher, master of ship Maria, by the owners of the vessel, prior to his departure from Nantucket in 1836 on a Pacific ocean whaling voyage. It reads:

Nantucket, Octo., 1836.

Captain Elisha H. Fisher.

Sir: Having appointed you to the command of the ship Maria, we wish you to proceed to sea with all convenient dispatch, and as the ship is furnished with everything necessary for you to proceed to the Pacific Ocean, we do not think it necessary for you to touch at any port this side of Cape Horn, unless you should be so fortunate as to get oil on your passage before passing the Western or Cape Verde Islands, in which case you can touch at the most convenient port of the islands which you are nearest to, & ship it home. Our friends in Boston are Josiah Bradlee & Co.; in New York, Josiah Macy & Son, to whom you will consign the oil which you may ship.

On your arrival in the Pacific Ocean, you will consider yourself at liberty to cruise wherever you may think the prospect best for a cargo of sperm oil.

You are at liberty to go into port as often as it becomes necessary to recruit & refit the ship, but you must not prolong your stay for social purposes; and while cruising at sea you will suffer no visiting to interfere with the interests of the voyage. We have had much cause heretofore to complain of visiting & carousing, and expect it will be avoided by you. When in port do not suffer your men to sell their clothes to buy fruit & liquor, but rather give them fruit at the ship's expense, where it is plenty, and at no rate suffer liquor to be brought on board, except in a very small quantity, & that for medical purposes only.

Serious losses have occurred by suffering the officers to neglect a part of their duty, which you must not allow; we mean the practice of leaving the deck in care of boat-steerers, who are not paid for that service. And that you may not misunderstand us in this respect, we repeat that it is our desire that you require the mates to take their regular watch in the night time while at sea, through the whole voyage; it will be no justification for them to omit this part of their duty because it is not practised on board some other ship.

We wish you to bear in mind that perfect order is to be maintained on board the ship by you, & that no quarreling is to be allowed among the officers, nor between them and the crews, as the success of the voyage depends very much on harmony & united exertion.

If the means for recruiting the ship with which you are furnished should not be sufficient, you are at liberty to draw on the owners to supply the deficiency.

You will remember to write the owners by every opportunity & keep them informed of the state of the ship & progress of the voyage, and when you go into port & no direct opportunity offers for sending letters home, write & leave them in the care of the Consul or some other person who will take the care to forward letters by first conveyance.

You have now on board the ship twenty-two men, including officers. You are at liberty, after getting round Cape Horn, to ship such number of men on fair & reasonable terms as will enable you to man four boats, provided you think it will be for the advancement of the voyage, always bearing in mind to discharge them as soon as the interests of the voyage do not require their further services.

We have had much cause of complaint that the ship's tools have not had proper care & attention; we wish you, on your return to have a correct inventory made of them & such as are not wanted properly packed in a cask & headed up. We also wish, immediately after sailing, to have the ship's spars, blocks, tools, and in fact, everything belonging to the ship, branded; the brand for that purpose is now in the tool chest. On your return we wish a full inventory of the state of the spars, rigging & sails belonging to the ship, as also all her craft & appurtenances. We also wish you

to keep a record of all trading for, or on account of, the ship or owners.

We have named no particular ground where we wish the ship to cruise; our desire is to have you steer by your own compass, and after making up your judgment as to what is best, follow no man's lead because he is going on to this or that ground.

You have our warmest wishes that your voyage may be prosperous & happy.

Gen. B. Upton.

For Owners of Ship Maria.

A second, though somewhat shorter, letter of instructions, we find addressed to Capt. David Osborn, master of ship Peruvian. This letter reads:

Nantucket, August, 1836.

Captain David Osborn,

Sir: The ship Peruvian, of which you are appointed master, being now ready for sea, it is desired that you improve the first favourable opportunity for departure & proceed to the Pacific Ocean, by way of Cape Horn, in quest of a cargo of sperm oil. From the nature of the business in which you are employed, it is impossible to give particular directions or define your route, but leave to your own judgment to pursue that course which will effect the object in view in the least possible time. After the money with which we have supplied you, and other things for recruiting are exhausted, & any of the ship's stores which can be spared without injury to the voyage, & you still stand in need, you are at liberty to draw on us for ship's use.

It is the opinion of the Peruvian's owners that she has good, substantial, firm & sober officers, who know their duty & they expect them to perform it.

As it is not improbable that you will cruise considerably where the ocean is not well explored, the most vigilant lookout will be continually necessary; therefore no officer must be permitted to retain his post of honour who suffers himself to sleep during his watch upon deck.

The season not being favourable for a sufficient supply of vegetables, we advise you to touch at the Western Islands for that purpose.

If you should be so fortunate as to get oil on your outward passage & should have an opportunity of shipping to the United States, our friends in Boston are Josiah Bradlee & Co., & in New York, Josiah Macy & Son. Wishing you a good & prosperous voyage we are, etc.

Signed in behalf of the owners,

Thos. A. Gardner.

P. S. If towards the close of the voyage it appears improbable that you will complete an entire cargo of sperm oil, it is our desire that the ship be filled with black oil, either right whale or humpback.

T. A. G.

Nantucket, 27th May, 1836.

Joseph Balch, Esqr.,

Merchants' Ins. Office, Boston.

Sir: The risk on ship Cyrus expired on the 1st inst. We have requested Messrs. Josiah Bradlee & Co. to pay that premium note. The new ship Walter Scott will be launched at Mattapoisett on Monday next. She is to be commanded by Capt. Benjamin Coggeshall on a whaling voyage to the Pacific Ocean, with liberty to touch at all places for refreshment, when the master may see fit. Please to send us your policy for ten thousand dollars & blank note, half on ship, valued at \$22,000.

We wish also to get seven thousand dollars insured on ship Peruvian, David Osborn, master, on a whaling voyage to the Pacific Ocean. This ship has been under repair all winter & spring; she was taken down to the bends on the outside & all her ceiling & lower deck frame out on the inside & thoroughly rebuilt & made equal to a new ship. She will be ready to fit for the voyage about the middle of June. If you will take this risk at the same premium, please to send us the policy, half on ship & half on cargo outfit, ship valued at \$15,000.

Very respectfully your obt. svts,

C. Mitchell & Co.

Nantucket's Pictorial Wood Carver.

(From the Boston Sunday Globe.)

James Walter Folger, who lives near the old mill on Nantucket, is both a wood carver and a painter, and by combining the two he has succeeded in creating what he terms "Pictorial wood carving." Briefly described, his work consists of bas-relief wood carvings, colored in correct tints.

In the pictorial wood carvings much attention is given to detail. In a picture of a wreck, for instance, even the spikes in the planking are shown, although the whole picture is only 8 by 10 inches. In the interior of an old room every brick in the fireplace, the keyholes in the doors, the flame of a candle, are all carved out with wonderful fidelity.

In his youth, Mr. Folger, who is a Nantucketer, born and bred, took up the trade of a wood carver. He earned a livelihood carving legs on piano stools, backs on chairs and things of that sort. As the commercial value of this craft slowly declined, Mr. Folger became more skilled and gradually perfected himself in artistic wood carving. Even then he was a self-trained painter, and this knowledge first suggested pictorial wood carving to him. Today he finds a sale for his work at \$150 to \$300 a study.

Mr. Folger's pictorial carvings are from an inch to an inch and a half in relief. He carves in and under so that objects like open doors or windows, roof gutters, etc., cast their own shadows.

In a picture of an old fishing shanty one looks through the window and sees a fisherman sitting inside, and not quite in front of the window, so that one has to look a little to one side to see him.

Through an open door of an old house one sees a turn in the stairs by looking at the carving from the extreme left. It is not visible from the front. Again in the carving of a house a part of the roof has fallen in and the rafters inside show behind the bent singles of the roof.

Among the subjects Mr. Folger has carved is "The Last Port" (a wrecked vessel), "Fireplace in the Old Swain Homestead," "The Oldest House," "The Fishing Shanty," "The South Tower," "The Old Polpis House," and "The Old Mill."

Mr. Folger has his "studio" up under the roof of his home. There is a double skylight just over his head and a window in front, so he gets just the light he wants. Here, laid on his work bench in orderly array, are his tools—which he shows to visitors with pride. He has tools which will cut a line as fine as a hair in the hardest wood, and others that will take out great shavings. Most of the tools were designed by himself, as there were none ready made to suit his purpose, and all were made in England. In all there are 150 of these fine instruments.

Mr. Folger does most of his carving in cherry and walnut. These have a finer grain and are less likely to chip. One chip, no matter how near finished the picture may be, means that the whole must be thrown away. Nothing is ever "stuck on." Mr. Folger says that at first he frequently had to throw away a dozen before he finished one perfect. Nowadays, however, he has become so expert that he rarely has an accident.

After the pictures have been carved comes the difficult task of painting them. It is not mere "coloring," for the lights and shadows are put on with all the care bestowed upon an oil painting on canvas. It usually takes about three weeks of pretty steady work to complete one of these "pictorial carvings."

Historic Painting For Sale.

I offer for sale at a reasonable figure my famous Historic Painting of Brant Point as it appeared from 1820 to 1842, during the palmy days of Nantucket as a whaling port. Painting is 3x7 feet. May be seen at my residence on Joy street. With the painting I will include all of the valuable data which I have secured pertaining to the picture and the period it represents.

JAMES W. FOLGER.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in this town, 4th inst., by George Cobb, Esq., James A. Welcomb and Miss Abby L. Cary, both of Nantucket.

Married, in this town, 5th inst., by the Rev. C. S. Macreading, Jr., Capt. Lewis L. Adams and Miss Mary J. Coleman, both of Nantucket.

A son of Capt. Charles C. Mooers was wounded in the fleshy part of the hand, on Saturday afternoon, by the accidental discharge of a pistol.

FORTY YEARS AGO.

The U. S. steam frigate *Guerriere* was outside the bar, Saturday.

Married, in this town, 6th inst., by the Rev. W. H. Starr, James A. Hinckley, of Barnstable, and Miss Harriet R. Swain, of Nantucket.

On Saturday evening last, a horse belonging to L. A. Hooper, and driven by George Lincoln, became frightened while on the South Shore road, some distance from town. Mr. Lincoln was thrown out, but escaped with a slight injury to one arm.

THIRTY-FIVE YEARS AGO.

Wild grapes are doing a rushing business.

The fall arrangement of four boats per week commences on Monday next.

Married, in East Durham, N. Y., 29th ult., William M. Bunker, of Nantucket, and Eva E. Van Dyck.

Married, in this town, 3d inst., by the Rev. N. A. Haskell, Daniel C. Ray and Ardellah F. Swain, both of Nantucket.

The friends of Miss Alice Bunker surprised that young lady, last Wednesday evening, at her residence on Hussey street.

THIRTY YEARS AGO.

Bluefish have struck on off shore.

Benjamin F. Swain has sold to Simeon L. Lewis, Jr., his house on Union street.

Married, in this town, 3d inst., by the Rev. Daniel Round, David Parker and Miss Susan H. Chase.

Married, in Boston, 5th inst., Capt. David C. Baxter and Mrs. Martha S. Gardner, both of Nantucket.

Francis Mitchell has sold his house on North Water street to Benjamin F. Coffin, 3d, on private terms.

Married, in Providence, 30th ult., George F. Thornton, of Providence, and Miss Ada B. Robinson, of Nantucket.

TWENTY-FIVE YEARS AGO.

Smacks report codfish only a few miles off shore.

Washington I. Fisher caught ninety large bluefish in his nets, a few days ago.

Sixteen fishing smacks were anchored off Sankaty, a few evenings since.

Married, in Union Chapel, Siasconset, 6th inst., by the Rev. A. M. Osgood, Andrew J. Swain and Miss Phebe A. Pitman.

Married, in this town, 6th inst., by the Rev. A. M. Osgood, assisted by Miss L. S. Baker, Charles W. Pitman and Miss Edith H. Cartwright, both of Nantucket.

TWENTY YEARS AGO.

An original pension has been granted A. K. P. Bucknam of this town.

Henry P. Brown has again entered the employ of R. E. Congdon, at the pharmacy.

A human skeleton was unearthed at Monomoy last week, by workmen employed on R. M. Allen's place.

John S. Appleton, jr., has laid a fine brick sidewalk in front of Miss French's house on Main street.

The property of James H. Coffin, 2d, on Liberty street, was sold Saturday, by G. E. Mooers, auctioneer, to A. M. Myrick, for \$1,250.

FIFTEEN YEARS AGO.

There have been several sharp frosts this week.

U. S. steamer *Azalea* came to the bar, Sunday.

Married, in Brockton, 26th ult., Orlando M. Alger and Miss Lydia C. Ames.

A heavy northeast gale prevented the steamer's Saturday and Sunday trips.

George Friend is painting and papering the headquarters of John B. Chace Engine Co.

TEN YEARS AGO.

The mercury climbed to 76 degrees, Thursday.

Unusually low tides have been noted this week.

Schooner *Abel W. Parker* arrived yesterday with coal.

The scallop fishery has begun, and the bivalves are of large size.

Steamer *Nantucket* has been put on the route in place of the *Gay Head*.

David B. Andrews has taken out nomination papers for representative in the general court.

Married, in Philadelphia, 2d inst., by Friends' ceremony, John W. Tierney and Lydia Mitchell Albertson.

FIVE YEARS AGO.

C. C. Turner has a handsome new delivery wagon for his butchery business.

Schooner *Madgie* discharged a load of kindling wood, Wednesday, for C. C. Crosby.

Married, in Brooklyn, 10th inst., Miss Phebe Andrews Luther and Philip Lee Gill.

Franklin H. Folger was recently scalded badly on one of his feet by the upsetting of a pot of coffee.

Members of the Rockland Club are enjoying an outing at their gunning shack on the west shore of Sesachacha pond.

George H. Gardner gathered two quarts of green peas from his vines, last Wednesday—fine looking specimens.

There is a society in New York that each year takes a dozen or so East Side children and gives them the time of their lives for a month at an old farmhouse over in Jersey. The very first thing that takes place upon the arrival of the consignment, says Brooklyn Life, is a thorough scrubbing.

"Good gracious, Jakey, your bath water is as black as ink," the attendant remarked to a lad at the end of this distressing ceremony. "It is dirtier by far than any of the others."

"Well, ain't I two years older 'an any of them kids?" Jakey demanded.

OCTOBER 15 1910

'Sconset Cottage Names.

"Every time I go off on my summer outing," said the man who is just back from his vacation, "I wonder what new and old friends in the line of cottage names I am going to find. Of course everybody with a summer cottage, even if it is only a shack with one room, has to give it a title, and the natives aren't far behind when it comes to naming their farmhouses or everyday village homes.

Don't think I am grumbling. I like the custom and am thinking of opening competition with a fellow, or maybe it's a woman, living over in Jersey. He, or she, advertised to fit anybody out with a name suitable for a country home of any description. My! I'd like to see the list that fellow, or woman, has stored up!

But I'll bet the island of Nantucket can show him, or her, some new ones. Especially that part of the island known as 'Sconset. It's no wonder that 'Sconset has odd names for its houses, for the houses are not like any you ever saw anywhere else. They began by being little cabins where fishermen stayed part of the year.

Gradually they grew a little, with an 'ell' here and a lean-to there. But they aren't much bigger now than overgrown boxes. And they squat so close to the ground that two tall men could almost see each other across the ridgepoles. Most of them are shingled all over, sides as well as roofs, and the shingles are gray and mossy with age.

When it comes to names, one finds some of the old reliables, even at 'Sconset. I don't believe there are many square miles in New England without an Idlewild. And of course every stretch of summer resort coast from Maine to Florida has its cottage labelled Ocean Spray. But here are a few of the less common names ornamenting the door lintels at 'Sconset.

Naturally most of them have a more or less nautical flavor. As for instance—Mizzen Top, Captain's Cabin, The Anchorage, Bos'n's Bunt, Casa Marina, Crew's Nest and Come Aboard.

The place also has rather more than its share of castles, whose size, however, may be inferred from such names as Castle Bandbox and Thimble Castle. Then there are the Martin Box (presumably housing the Martins), Takitezie, Bigenough, Little Nest, Big Sunflower, Cozey Corner, Crumbs of Comfort, Whileaway, Solid Comfort, Heart's Ease, Auld Lang Syne, As You Like It, The Web and The Roosting Stick, where a bachelor party has had high jinks this summer.

If any other place of its size, not only on the ground, but in the air, can beat 'Sconset's list, I have yet to come across it."—N. Y. Sun.

Register of Ship Christopher Mitchell.

The following, copied from the official "register" of the ship Christopher Mitchell, in 1834, is interesting reading:

"In pursuance of an Act of Congress of the United States of America, entitled 'An act concerning the registering and recording of ships and vessels, Gorham Coffin of Nantucket, in the state of Massachusetts, merchant, having taken or subscribed the oath required by the said act, and having sworn that he, together with Seth Mitchell & Charles Mitchell, of said Nantucket, are the only owners of the ship or vessel called the Christopher Mitchell of Nantucket, whereof Sanford Wilbur is at present master, & is a citizen of the United States, as he hath sworn, & that the said ship or vessel was built at Rochester in the state aforesaid, during the current year, as appears by the Certificate of Gideon Barstow & Son, master carpenters, under whose superintendence said vessel was built, and William Coffin, Jr., thereto appointed, having certified that the said ship or vessel has two decks and three masts, & that her length is one hundred eight feet four inches, her breadth twenty-eight feet five inches, her depth fourteen feet two and one-half inches, & that she measures three hundred eighty-seven 81-95 tons, that she is a ship, has a square stern, no galleries & a billet head: And the said Gorham Coffin having agreed to the description and admeasurement above specified, & sufficient surety having been given according to the said act, the said ship has been duly registered at the port of Nantucket.

Given under my hand & seal at the port of Nantucket, this ninth day of July in the year one thousand eight hundred & thirty-four.

Michael Nourse,
Acting Register.

Signed
M. T. Morton, Collector.

Nantucket island is full of strange names, which often bother the summer visitor. Here are a few of them: Coatue, Coskata, Nauma, Wauwinet, Pocomo, Squam, Quidnet, Quaise, Sesachacha, Sankaty Head, Polpis, Siasconset, Pochick, Tom Never's Head, the territories of the lake Sachems, Wannochmamock, Autapscot and Potcomet, the Shearing Pens, Shawkemo, Shimmo, Monomoy, Massasoit Bridge, Nopque, Wannacommet, the Washing Pond, No Bottom Pond, Saul's Hills, Cain's Hills, Hensdale, Popsquatchet Hills, Trot's Hills, Maddequet, Whale House Lookout, Miacomet Pond, the Haulover, Tuckernuck, Muskeget, Abram's Point, Jeremy's Cove, Wigwam Pond and Egypt. — Exchange.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in East Boston, 28th ult., Capt. Richard C. Gibbs and Miss Eliza B. Ames, both of Nantucket.

Married, in this town, October 8, by George Cobb, Esq., John F. Prouty and Miss Avis K. Long, both of Nantucket.

Married, in this town, 12th inst., by the Rev. S. D. Hosmer, Edward F. Chadwick and Miss Mary C. Fisher, both of Nantucket.

FORTY YEARS AGO.

Married, in New Bedford, 6th inst., William H. Bliss and Miss Rachie Coffin.

Married, in this town, 11th inst., by the Rev. S. D. Hosmer, Capt. Joseph Winslow and Mrs. Mary B. Folger.

Married, in this town, 13th inst., by William Cobb, Esq., William Taylor and Mrs. Harriet A. Watkins.

Married, in this town, 13th inst., at Friends' Meeting House, William Mekeel, of Ulysses, N. Y., and Martha G. Hussey, of Nantucket.

THIRTY-FIVE YEARS AGO.

Married, in this town, 12th inst., by the Rev. C. N. Hinckley, Benjamin Beekman and Miss Henrietta Haskins.

Married, in this town, 9th inst., by the Rev. C. N. Hinckley, Obed R. Chase and Mrs. Hannah M. Fuller, both of Nantucket.

The house on North Water street, known as the Peleg Brock house, has been purchased by Capt. Jethro C. Brooks, for \$650.

The estate on Centre street, next north of the residence of Charles B. Swain, has been purchased by Capt. Oliver C. Coffin, for \$1500.

THIRTY YEARS AGO.

M. Rothenberg closed out his business here on Saturday last.

A flock of southward bound wild geese passed over the town Saturday evening.

Edward H. Bennett is erecting a house for A. B. Lamberton, on Sunset Heights, Siasconset.

Married, in this town, 12th inst., by the Rev. Daniel Round, William H. Chase and Miss Lena Krebb, of Roxbury.

The necessity of a life-saving station in the chord of the bay was again made apparent, Thursday morning, by the stranding of a vessel on Great Point.

TWENTY-FIVE YEARS AGO.

Pumpkins are plentiful this season. Boston has a light epidemic of typhoid fever.

Wallace Folger has moved here from Philadelphia with his family.

Married, in Edgartown, 12th inst., William H. Walker and Miss Carrie Mayhew.

One hundred and one codfish was the catch recorded for one dory at 'Sconset, Thursday.

The heirs of Job Macy, 2d, have sold to Edward S. Folger, the homestead lot on Vestal street.

TWENTY YEARS AGO.

Engineer Clark is running the Island Home.

Mr. and Mrs. Freeman Parker celebrated their golden wedding anniversary, last Saturday.

Edgar F. Whitman has accepted a position as assistant engineer on U. S. Coast Survey Steamer Bache.

Miss L. A. Noyes, of Chicago, has purchased a lot at Monomoy, upon which she will have a cottage erected.

The Rev. J. L. Hill, for three years pastor of the Orono, Maine, Methodist church, has accepted a call to Nantucket.

FIFTEEN YEARS AGO.

Good fares of codfish are being caught off 'Sconset.

George E. Mooers has made application for appointment as trial justice.

An original widow's pension has been granted Mrs. Julia A. Enas, of this town.

Mr. and Mrs. George P. Swain are receiving congratulations on the birth of twin baby girls.

Miss Lydia M. Ray entertained young friends, Tuesday evening, at her home on Starbuck's court, the occasion being her fourteenth birthday anniversary.

TEN YEARS AGO.

Owing to Wednesday's gale the steamer did not leave her dock.

Schooner Harry B. Diverty has discharged a cargo of coal this week for Capt. John Killen.

Stanley Cook arrived home Thursday from his summer's cruise on nautical training ship Enterprise.

Mr. and Mrs. John H. Swain of North Easton, observed their 53d wedding anniversary on Thursday, the 11th.

There was a great flight of plovers over the island, Saturday night, the birds passing low, by their constant whistling indicating nearby flight.

FIVE YEARS AGO.

Mr. and Mrs. Albert B. Pitman are spending their honeymoon on Tucker-nuck.

Schooner Traveler arrived Sunday with coal for the use of the dredgers, which was unloaded at Straight wharf.

Stanley Cook has accepted a position as assistant engineer in the government service, and is on duty on U. S. S. Lebanon, a derelict destroyer.

A mock marriage was solemnized on Farmer street, Friday evening, the bride being Miss Zeta Folger, the groom Miss Mildred Burgess. The ceremony was performed by Miss Agnes Ayers. The bridesmaids were Miss Minnie Folger and Miss Margaret Ayers.

The Christopher Mitchell Letters.

From the firm's old "letter-book."

Nantucket, 20th Sept., 1836.

Joseph Balch, Esq.,

Merchants' Ins. Office, Boston.

Sir: The ship Maria has undergone a thorough repair & is again fixing for a sperm whale voyage to the Pacific Ocean, under the command of Elisha H. Fisher. We wish to get ten thousand dollars insured in your office, if you are willing to take the risk at six & a half per cent., half on ship, valued at eighteen thousand dollars, & half on cargo outfit.

Very respectfully your obt svts,
C. Mitchell & Co.

Nantucket, 14th Oct., 1836.

Mr. Nathan Comstock, New York.

Dear Sir: The bearer, Mr. Charles C. Morris, is going to Albany to procure a cargo of staves in which we are interested & to furnish him with our part of the funds necessary, we have drawn on you this day for three hundred twenty dollars at 4 months to Mr. Morris' order; he will probably call on you to get the draft accepted before he proceeds up river, in which case your acceptance would oblige us.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 18th Oct., 1836.

Mr. Charles C. Morris, Albany.

Sir: On the arrival of the Boat today, we received your favour, dated New Bedford, 16th. We have called on Wm. Bunker & shown him the letter & he agrees with us that if you cannot get first quality Hhd. staves you had better get such pipes as you speak of, if the price will answer.

In writing to Mr. Comstock since you left, we mentioned that if you should call on him on your return & be in want of more money, we wished him to furnish you with \$100 on our acct.

Respectfully yours,
C. Mitchell & Co.

Nantucket, 8th August, 1836.

Captain Benjamin Coggeshall.

Sir: The ship Walter Scott, under your command, being ready for sea, we wish you to make the best of your way to the Western Islands, where you will get a good recruit of vegetables & fresh provisions & at the same time look round in the vicinity of the Islands for whales of every kind, & if you should be so fortunate as to obtain any oil, you may leave it in care of Charles Dabney, Esq., American Consul at Fayal, to be consigned to Josiah Macy & Son, New York, or Josiah Bradlee & Co., Boston.

After leaving the islands you will make the best of your way into the Pacific Ocean, at the same time keeping a sharp lookout for sperm whales. When you arrive in the Pacific Ocean, you will consider yourself at liberty to cruise wherever you may think the prospect best for a cargo of sperm oil.

You will go into port as often as you may think it necessary to refresh your men & refit your ship, always taking care when in port to allow no smuggling to be carried on from the ship; but first obtain permission to sell what few articles you may find it convenient to dispose of for the purpose of recruiting, and also to take care that your men do not sell their clothes to buy liquor with, and you will allow no liquor to come on board the ship, except in very small quantity & to be used as medicine only.

We wish you to bear in mind always that perfect order is to be maintained on board the ship by you, & that no quarreling can be allowed among the officers, nor among the crew, as the voyage depends, mainly, on harmony & united exertion.

You will remember to write us by every opportunity & keep us informed of the state of the ship & progress of the voyage; and when you go into port & no direct opportunity occurs of sending letters home, write & leave them in care of some Consul or other person who will take care to forward letters by first conveyance.

Wishing you health & a pleasant voyage, we are, very respectfully,

Your obt. svts.,
C. Mitchell & Co.

Nantucket, 8th September, 1836.

Mr. Wm. H. Field, New York.

Dear Sir: Your favour of 5th inst., is at hand, wishing to know our terms for sperm candles & offering 30c for 300 boxes. This we must decline, as we are delivering them at the Factory at 30 $\frac{1}{2}$ c & could sell our whole stock at that price; but we shall advance to 31c when we have fulfilled our present contract, which will be about the middle of the month. Sperm oil has been steadily advancing & cannot now be bought, in its crude state, for less than 95c (ninety-five cents).

Yours respectfully,
C. Mitchell & Co.

Oct. 22,
NANTUCKET, MASS.,

Whaleman's Shipping Papers.

To the present generation but little is known of the extensive preparations incident to the departure of a Nantucket ship for a whaling voyage, three-quarters of a century ago, for the island's whaling industry is practically nothing but tradition to the young men and women of today. When a boy decided to go to sea, he was obliged to sign his name to a shipping paper, agreeing to perform the voyage faithfully and obey orders, his "lay," or the proportionate share of the profits he was to receive being affixed next to his name. Two of these shipping papers are a part of the numerous historic documents recently unearthed by Suel Winn of Nantucket. One is dated 1819 and bears the signatures of the master, officers and crew of the ship Lima, about to start on a Pacific Ocean voyage, but the paper itself is faded and torn and much of the writing is not legible.

The other shipping paper is in almost perfect condition, and every signature is clear and readable. It is dated June 25, 1834, when Sanford Wilber was to start forth on a whaling voyage to the Pacific in command of ship Christopher Mitchell. The paper reads:

It is agreed between the Owners, Master, Seamen and Mariners of the Ship Christopher Mitchell of Nantucket, Sanford Wilber master, now bound on a Whaling Voyage to the Pacific Ocean & Japan Seas, and that in consideration of the Shares affixed to our names, we, the said Seamen and Mariners, will perform a Whaling Voyage from Nantucket and return to Nantucket, Promising hereby to obey the lawful commands of the said Master, or other Officers of the said Ship Christopher Mitchell, and faithfully to do and perform the duty of Seamen, as required by the said Master, by night or by day, on board the said Ship or in her boats; and on no account or pretense whatever to go ashore without leave first obtained from the Master or Commanding Officer of the said Ship; Hereby engaging, that forty-eight hours absence, without such leave, shall be deemed a total desertion. And in case of disobedience, neglect, pillage, embezzlement, or desertion, the said Mariners do forfeit their Shares, together with all their Goods, Chattels, &c., on board the said Ship: Hereby for themselves, heirs, executors and administrators, renouncing all right and title to the same. And the Owners of said ship hereby promise, upon the above conditions, to pay the Shares of net proceeds of all that shall be obtained during the said Voyage, agreeably to the Shares set against the names of Seamen and Mariners of the said ship as soon after the return of said Vessel to Nantucket, as the Oil, or whatever else may be obtained, can be sold, and the Voyage made up by the Owners of said Ship.

It is further agreed between the Owners of said Ship on the one part, and the Captain, Officers and Crew on the other part, that if the Captain, Officers and Crew, or either of them, is prevented by sickness or death from performing said Voyage in said Ship, that he or they so falling short, shall receive of his Lay or Share, in proportion as the time served on board, is to the whole time said ship is performing her voyage, any custom or usage to the contrary notwithstanding.

In testimony of our free assent, consent, and argeement to the premises, WE have hereunto set our hands, the day and date affixed to our names. [The date affixed to each name was June 25, 1834.]

Sanford Wilber, master—1-17 share.
Charles A. Veeder, mate—1-30 share.
Benjamin F. Swain, 2d mate—1-45.
Thomas L. Hussey, 3d mate—1-65.
Charles Luce, 4th mate—1-75.
Samuel Harris, boatsteerer—1-90.
William S. Arthur, boatsteerer—1-90.
Amos Beckwith, cooper—1-65.
Moses Barnard, 2d, cooper—1-120.
John Newell, seaman—1-160.
Sanford M. Crawford, boy—1-180.
Andrew P. Morton, boy—1-170.
James S. Sharp, steward—1-140.
Robert Bell, cook—1-150.

The following, who rated as "seamen," received a share of 1-160 each: Charles G. Robinson, James Devoy, Wm. S. Heddin, Thos. J. Cooper, Wm. G. Hayt, Henry A. Hinckley, W. C. Hyall, N. M. Simonton, Jacob Gomoz, Thomas G. Elford, W. H. C. Stearns, Francis O. Hannon, Samuel G. Andrews.

This made a total of twenty-eight men in the Christopher Mitchell's crew when she left Nantucket for the Pacific Ocean on the 15th of July, 1834. The ship was out but three years and returned home in August, 1837, with 2,843 barrels of sperm oil on board, making a very successful voyage.

1910 Oct 22

Reminiscences

FORTY-FIVE YEARS AGO.

Schooner Jesse B. Allen, Captain Case, sailed for Philadelphia on Thursday.

Married, in New York, October 19, Capt. George Randall Kelley, formerly of Nantucket, and Miss Sarah Ann Button.

The Rev. Mr. Hatfield, of New Bedford, will deliver an address on National Affairs in the Atheneum Hall, Wednesday evening.

FORTY YEARS AGO.

Married, in Greenport, 20th inst., James B. Hudson and Miss Emma D. Hallock.

The body of a man was picked up at South Shore on Tuesday. No identification was possible.

The cattle show at the Vineyard was sadly interfered with last week, by heavy storms both days.

Steamer Island Home went to the assistance of a steamer, Friday, ashore on Horse Shoe shoal, badly beeled over.

THIRTY-FIVE YEARS AGO.

Town crier Clark has a new horn.

Thomas Ray had a corn husking on Wednesday.

New fifty-cent currency has put in an appearance.

John Orpin took the first cod of the season off 'Sconset, Monday.

Arthur Fisher has been promoted to the position of second mate of ship Edith, of New York.

Married, in Sheffield, 6th inst., by the Rev. J. E. Crawford, David H. Pierce, of Nantucket, and Miss Jane Crosley.

THIRTY YEARS AGO.

There was a light fall of snow early Wednesday morning.

Married, in Rahway, N. J., 7th inst., Joseph H. Roberts and Miss Mary P. Stokes.

Married, in this town, October 21, by the Rev. D. Round, Charles F. Whelden and Miss Stella M. Turner.

Wallace C. Tilton, of this town, is a boatsteerer on bark Petrel, which sailed from New Bedford last Tuesday.

Married, in this town, 21st inst., by the Rev. Daniel Round, Charles S. Bunker and Miss Elizabeth L. Cathcart.

TWENTY-FIVE YEARS AGO.

The local political pot bubbles more vehemently than usual.

Miss Ellen H. Coffin is to open a new millinery establishment on Centre street.

Married, in this town, 21st inst., Miss Alice Coggeshall, of Nantucket, and Charles A. Sawyer, of Malden.

Jasper Fenner Brown, youngest son of John F. Brown, entertained friends right royally on Friday, on the occasion of his first birthday anniversary.

TWENTY YEARS AGO.

U. S. coast survey schooner Eagre came into port, Wednesday.

The selectmen have granted an auctioneer's license to C. Hadwen Crowley.

A new lifboat for the Surfside station was received by Keeper Veeder, Monday.

Wallace Gardner left Thursday to join U. S. coast survey steamer Bache as an assistant engineer.

The Rev. J. L. Hill, the new pastor of the M. E. Church, will preach his first sermon here tomorrow.

FIFTEEN YEARS AGO.

A handsome oak desk and table have been provided for the probate office.

Edward H. Swan led the Epworth League praise service on Sunday evening.

Married, in Medfield, 13th inst., Charles A. Selden and Miss Grace Savage.

The Rev. O. M. Martin, who has been appointed to the pastorate of the M. E. church, arrived this week.

TEN YEARS AGO.

The first cod of the season were caught off 'Sconset, Saturday.

Dr. and Mrs. Grouard returned from a short pleasure trip, Saturday.

Miss Anna B. Folger has sold to C. Taber the Bloomingdale property, where are located the 'Sconset golf links.

The steamboat daily connection with New Bedford closes with Saturday's trip, and commencing with Monday Woods Hole will be the terminus.

FIVE YEARS AGO.

Purser Ripley is now running the Gay Head.

Indian summer weather has prevailed this week.

Schooner Madgie has discharged wood this week for C. C. Crosby.

The Rev. Hugo Selenger, Ph. D., has received an unanimous call to the pastorate of the Summer street Baptist church of this town.

A dead calm prevailed in the harbor, Tuesday afternoon, and the cat-boats engaged in quahauging returned to their berths with difficulty.

Population 2,962.

The census returns show that the population in the counties of Barnstable, Dukes and Nantucket has decreased about one per cent. during the last ten years. The 1910 census gives Nantucket a total of 2,962 inhabitants, which is 54 less than the census of 1900, but 32 more than the state census of 1905, a slight increase in population being noticeable during the last five years.

MORNING, OCTOBER 29.

Historic Sketches

WHEN BOSTON HAD OIL TO SELL

Boston, April 4, 1837.

Messrs. C. Mitchell & Co., Nantucket.

Gentlemen: Your letter of 31st ult. was received last evening. The Sperm Oil we advertise is of the Cargo of Ship Herald, Capt'n Lincoln, from the Indian Ocean, now discharging at our wharf in Dochester, four miles from this city. Some of the manufacturers in this vicinity have seen it and say it is of superior quality. Capt'n Lincoln has taken great care of the oil & we have no doubts the quality is very good. He assures every particle of head has been saved. As the oil is not yet gauged, we cannot give you the precise proportion of head, but have no doubts it will be full equal to a fair, average proportion. Our price is 90 cents per gallon, 1-3 Cash, 1-3 in two & 1-3 in four months, with interest. This article can be taken by your packets at our wharf in Dorchester without any addition at freight. They would lose only one tide by taking it at our wharf, which is just back of Fort Independence in this harbor, with ample water for a vessel of any class.

Your obt. svts.,

Lombard & Whitmore.

THREE DOLLARS FOR CHART.

Nantucket, Oct. 2, 1843.

Capt. Thomas A. Gardner:

Please call on Messrs. Josiah Macy and Son and get three dollars left with them for Andrew G. Coffin. It is to pay me for a Genealogical Chart I made last winter for Reuben Folger of New York, at said Coffin's request, and he wanted me to get it by calling on you, thinking you had received it in New York.

Respectfully yours,

Wm. C. Folger.

Note—We placed the within three dollars at the Credit of C. Mitchell & Co., under date of 10 mo., 18th, 1843, & requested Andrew G. Coffin to pay it over.

J. Macy & Son.

10th, 30, 1843.

CHRISTOPHER MITCHELL & CO.

From the firm's old "letter-book."

Nantucket, Mass., 31st Dec., 1836.
M. W. Wilcox, P. M., Palmyra, N. Y.

Dear Sir: A letter under date of 18th inst., addressed by you to the Post Master of this place, making inquiry about Thomas J. Cooper, was this day put into our hands with a request that we would answer it. On referring to the duplicate articles of the ship Chisar, Mitchell, we find the name of Thomas J. Cooper & we have evidence of his being on board that ship as late as the 25th March last, at which time the ship was at the Bay of Islands, New Zealand, by letters from Capt. Wilber, at that date, with 1700 barrels sperm oil, since which we have heard of the ship as late as 5th June last, with 2000 barrels. This is the latest account of that ship. The story of her being wrecked is not true, but is probably made up from the loss of the ship Independence of this port, Capt. Brayton, on Starbuck's Island, not inhabited, in January last. Capt. Brayton & crew all safe.

There is a young man in New York by the name of Charles G. Robinson who went out in the ship Christopher Mitchell & was discharged by Capt. Wilber at the Bay of Islands in March last & arrived at New Bedford on board ship Young Phenix in the month of August last. For further particulars we would recommend application to him. He may be found by addressing him to the care of Charles Gillard, 305 Grand St., New York.

Yours respectfully,

C. Mitchell & Co.

Nantucket, March, 1837.

Mr. Chas. W. Morgan.

Dear Sir: Your favour of 2d mo. 14th, covering a bill of 250 bundles candle paper, was received in due course & on examination of our bills, we found that we had paid one to Capt. E. H. Barker of the Steam Boat for the same amount, but differing something in date. Capt. Barker was absent at the time & we waited to get an explanation from him, believing that we had paid for all the paper which he brought us last season.

When Capt. Barker returned we showed him your letter, but as there was a difference in dates, he could not say whether we had paid him for that parcel or not. At any rate, he was not authorized to have it charged to us. We have requested him to call on you on his first trip & have it settled.

Yours respectfully,

C. Mitchell & Co.

Nantucket, 6th April, 1837.

Messrs. Lombard & Whitmore, Boston.

Gentlemen: Your favour of 4th inst. is just received, in reply to ours of 31st ult. We observe that your price for crude sperm oil, of the Herald's cargo, is 90c—1-3 cash, 1-3 in two & 1-3 in four months, with interest. These terms do not suit us, as manufactured sperm oil & candles are almost always sold on six months—even by the single cask. If you are willing to take 90c, six months, we will take 300 barrels & give you our note in payment.

Yours very respectfully,

C. Mitchell & Co.

Nantucket, 13th April, 1837.

Messrs. Lombard & Whitmore.

Gentlemen: Your favour of 10th inst. received, accepting our offer of 90c per gallon, 6 months with interest, for 300 barrels sperm oil. We have agreed with Capt. Chas. C. Myrick of sloop Nantucket, to go to your wharf in Dorchester & take it on board. We shall write to Mr. Balch of the Merchants' Office to insure the amt. for us. When the vessel is ready to load you will oblige us if you will inform Mr. Balch of it. Captain Myrick will leave here today if the wind will permit. You will oblige us by giving us an average lot of casks with regard to quality & gauge & the proportion of Head matter according to the cargo's average, & be careful that no whale oil gets mixed with it, for we have never had a cask of that kind of oil in our factory. Please send an invoice, designating Head from Body, with the bill & we will send our note by mail.

Very respectfully your obt. svts,

C. Mitchell & Co.

"This necklace, madam," said the salesman newly promoted to the curio department, "was originally made for the Duke of Buckingham, who gave it to Anne of Austria. We're selling a lot of them."—Everybody's Magazine.

D MIRROR, SATURDAY

Oct. 29, 1910
Reminiscences

FORTY-FIVE YEARS AGO.

Sloops Charles Everson, Pearl and Ellen Maria were in port, Monday.

Married, in this town, 27th inst., by the Rev. Mr. Hosmer, Charles S. Cathcart and Miss Sarah M. Gardner.

Married, in this town, 30th inst., by the Rev. Mr. Stetson, Capt. Joseph P. Nye, of Fairhaven, and Miss Mary H. Riddell, of Nantucket.

FORTY YEARS AGO.

Married, in East Boston, 26th inst., Benjamin W. Clisby and Miss Lucy Rice.

Married, in East Boston, 25th inst., George W. Topham and Miss Elizabeth P. Childs.

Married, in this town, October 26, by the Rev. S. D. Hosmer, Bradford C. Macy and Miss Mary Morselander.

THIRTY-FIVE YEARS AGO.

Married, in Newburgh, N. J., Edward P. Worth, formerly of Nantucket, and Miss Susan T. Dawes.

Large quantities of potatoes have been sold at auction the past week, prices ranging from thirty-eight to forty-three cents a pound.

Married, in this town, Oct. 23, by the Rev. R. D. Fish, Alanson B. Gibbs, of Nantucket, and Miss Margaret E. Griffith, of Wareham.

Capt. William Harding, of Vineyard Haven, has been commissioned pilot for the ports and harbors of Buzzards Bay and Vineyard Sound, including Nantucket Shoals.

THIRTY YEARS AGO.

The first cod of the season were caught off 'Sconset, Tuesday.

Capt. Stephen Bailey has a crab apple tree in blossom on his premises.

The high wind of Monday prevented the steamer from making her usual trip.

Josiah F. Barrett is again a candidate for the position of sheriff.

Capt. Charles E. Mooers has purchased of Capt. Henry Coleman ten acres of land on North Beach street.

Joseph G. Remsen, of this town, sailed from New York on Saturday, en route for San Francisco, via Panama.

TWENTY-FIVE YEARS AGO.

Mackerel are being caught back of the bar by our fishermen.

Mackerel were caught yesterday in numbers ranging from 500 to 1,200.

Married, in Kidder's Ferry, N. Y., 21st inst., Frederick Wyer, of Nantucket, and Miss Carrie Estelle Coleman.

At the Republican caucus, Thursday evening, Almon T. Mowry was nominated for Representative to the General Court.

TWENTY YEARS AGO.

Point Breeze is to be the name of Mr. Folger's new hotel.

One hundred and fifteen cod were caught by one doryman, Wednesday.

The beach at Siasconset has been very much cut off by the recent easterly storms.

Mrs. Rebecca C. Nickerson celebrated her ninety-second birthday anniversary, on Wednesday, the 29th.

George L. Imbert, of East Boston, has purchased a house lot at Dionis, and will have a cottage erected there.

FIFTEEN YEARS AGO.

Good fares of cod are being caught off 'Sconset daily.

The Central House has opened its doors to guests for the winter.

Married, in this town, 28th inst., Aaron C. Barrett and Miss Charlotte C. Alley.

Married, in this town, 28th inst., Bryon E. Pease and Miss Lillian E. Murphey.

TEN YEARS AGO.

Sportsmen report black ducks very plentiful this season.

Schooner F. R. Baird was floated from Tuckernuck shoals, Thursday.

Married, in Brewster, 14th inst., James L. Burgess and Susie L. Howes.

Schooner Alaska, stranded on the bar, was floated early in the week and brought into the harbor.

Married, in Washington, D.C., Rev. John Frederick Meyer, of Nantucket, and Miss Florence K. Hinckel.

FIVE YEARS AGO.

Married, in this town, 23d inst., Louis Coffin and Miss Alice M. Wilkins.

Mrs. Hannah B. Long celebrated her ninetyeth birthday anniversary on Tuesday.

Married, in this town, 18th inst., Charles Clifford Turner and Miss Margaret McHale.

Married, in Dorchester, 25th inst., George Cobb Rule and Miss Alberta Edith Douglass.

Mrs. Elizabeth H. Gardner, on Wednesday, the 18th, celebrated her ninety-fifth birthday anniversary.

In the city of Canton, China, are such pleasant sounding streets as Benevolence, Peace, Bright Cloud, Longevity, Early Bestowed Blessings, Everlasting Love, One Hundred Grandsons, Refreshing Breezes, Ninefold Brightness, and so on.

Nantucket and Census Statistics.

The fact that the recent United States census shows a decrease in the population of southeastern Massachusetts, comprised of the counties of Barnstable (the Cape), Dukes and Nantucket, while other sections of the state show a marked increase, brings to the fore a problem as to the future of these districts. Nantucket's development as a summer resort has been steady, and the future is acknowledged bright in that respect—brighter, in fact, than in either of the other counties mentioned—and were the census taken in July or August, the population of Nantucket during the summer months would show a surprising figure.

To be sure, the island's future prosperity lies mainly in its development as a summer and health resort, yet in its efforts to forge to the front, the fact must not be lost sight of that there is great need and ample opportunity for a substantial increase in the resident population by the development of the island along other lines.

That this movement is already under way is quite generally known, and with the heavy investments which have been made in real estate the last two years, and the proposed development of the several thousands of acres of land at Tom Nevers Head and Quaise Point, the next decade will undoubtedly witness what all Nantucketers have long been hoping for—an all-the-year, as well as a summer, "boom" for the island. The summer boom we already have, and the other does not appear to be far distant, judging from these heavy investments made in outlying lands the last few years.

Those who are interested in these big real estate deals are not saying much at present, but the fact that the Nantucket boom is under the leadership of one of the most renowned soil experts of the country, E. J. Hollister, a man who has reclaimed and developed thousands of acres of hitherto waste land on Long Island and elsewhere, who sees a brilliant future for Nantucket, ought to be conclusive evidence that there is something before the island besides its summer resort business.

Nantucket's wonderfully mild climate will prove attractive to those who are natural tillers of the soil, and the "back to the farm" movement, which is quite general throughout the country, is bound to be felt on Nantucket. Acres upon acres of heretofore untaxable property will be developed, and quite a substantial increase in the valuation was already noticeable this year. The outlook is indeed encouraging and if, by chance, there are any pessimists lingering about, we trust they will sit down and think these matters over, and see if the prospect will not then look brighter to them.

Some of the recent census statistics may be interesting at this time, showing the changes that have occurred in the three counties which comprise southeastern Massachusetts. Since 1840, when the island was at the height of its prosperity as a whaling port, the census figures for Nantucket are as follows:

1840 (U. S.)	9,012	1850 (U. S.)	8,452
1855 (state)	8,064	1860 (U. S.)	6,094
1865 (state)	4,748	1870 (U. S.)	4,123
1875 (state)	3,201	1880 (U. S.)	3,727
1885 (state)	3,142	1890 (U. S.)	3,268
1895 (state)	3,016	1900 (U. S.)	3,006
1905 (state)	2,930	1910 (U. S.)	2,962

The history of Dukes county, told by census figures, is but little better than Nantucket. In 1860 the U. S. census gave the island of Martha's Vineyard and its dependencies a population of 4,403, and since then the figures are:

1865 (state)	4,200	1870 (U. S.)	3,787
1875 (state)	4,071	1880 (U. S.)	4,300
1885 (state)	4,135	1890 (U. S.)	4,369
1895 (state)	4,238	1900 (U. S.)	4,561
1905 (state)	4,551	1910 (U. S.)	4,504

Up to, and including 1860, Barnstable county showed steady gains, but after that census the population began to diminish and from 35,990 in that year the population has been as follows:

1865 (state)	34,610	1870 (U. S.)	32,774
1875 (state)	32,144	1880 (U. S.)	31,897
1885 (state)	29,845	1890 (U. S.)	28,172
1895 (state)	27,654	1900 (U. S.)	27,826
1905 (state)	26,831	1910 (U. S.)	27,542

Water Front

Nantucket's scallop season will open on Tuesday next—November first.

Schooner Angler has been discharging stone at Straight wharf this week for Nathaniel Lowell.

Neither the Gay Head or the Uncatena went through to New Bedford on Friday week, the weather being too rough in the bay for either steamer to attempt the trip.

The steamer which rode out the gale last week anchored under lee of Handkerchief shoal, proved to be the Nachoochee, bound from Savannah for Boston, which experienced a rough passage up the coast. The steamer reached Boston Friday afternoon.

The missed trip of the steamer last week brought the Gay Head and Uncatena out of their regular running order, so the Uncatena left here early Sunday morning for Edgartown, the Gay Head leaving that port at about the same hour for Nantucket, the change restoring the boats to their regular schedule.

Nearly 1,100 acres of oyster beds in Mount Hope bay, R. I., were condemned by Prof. Frederick Gorham in his report filed with the commission of shell fisheries. In addition 452 acres were passed conditionally, while over 300 acres in the bay were given clear bills. Professor Gorham declared that the Fall River sewage dumped in Mount Hope bay is without doubt responsible for the pollution of the waters. The report was accepted by the commission.

It developed that the small fishing schooner which escaped by a few feet from being hit by the equilibrator of the airship America last week, while off Nantucket, was the little smack Ada Bell, of Noank, one of the vessels which are making their headquarters on Nantucket shoals this season. The crew of the Ada Bell did not know that Wellman had started to cross the ocean until they put into port and thought that the airship had been blown out to sea and lost in the fog.

A large sea clam taken from Nantucket harbor the other day bore the letters "F. L., Nant.," on its shell. The letters had evidently been scratched there some time ago, but they were quite legible. The clam was found in a lot of bait bought by the schooner Eliza Benner from one of the Nantucket diggers, and the shell has been preserved by the vessel's crew. It is thought that the word "Nantucket" had been scratched on the shell after the initials "F. L.," but the action of the mud and water has left only the first four letters visible.

Will Work His Schooner Alone.

Standing to break all records, and against the advices of the sages of all the New England ports, Capt. Parker J. Hall, famous throughout the length of the Atlantic coast as the nerviest skipper afloat, will attempt the feat of working his full-sized, two-masted schooner through the gales of the coming winter single handed. Captain for ten years of the schooner Angler, in which he has made scores of trips from Calais, Me., to New York, Hall is determined to add to his laurels by an accomplishment never before achieved, even if he loses his life trying it.

A year ago last winter the little vessel that has been Captain Hall's home, summer and winter, for years, lay imbedded in the mud at the head of the harbor at Woods Hole with the pack ice surrounding her. It was in

the month of February, and the Angler had been aground a month when the news of her predicament became noised about. She has been driven from the anchorage grounds off the United States fish commission dock away up to the head of the harbor during a blizzard, and this was at the end of a two months' long attempt to beat her way from one of the ports along Long Island sound to Nantucket, loaded with tons of ties. This winter, declares Capt. Hall, he will perform the feat "or bust."

Hall has been in command of a vessel since he was 19. He was born in Marshfield Hills nearly 50 years ago, and his father was George H. Hall, for many years keeper of the Gurnet life-saving station. Year in and year out Capt. Hall has coasted single-handed from Calais to New York, rarely with an accident, and always laden with heavy cargoes of lumber, coal or brick. A seaman from boyhood, he has distinction of never having sailed other than as the master of his own vessel. The one and only passenger that Capt. Hall would allow aboard during the first two or three years of his career as his crew and skipper of the Angler was a big black cat.

The captain fell a victim several years ago to the graces of womankind, and now, during the summer, Mrs. Hall sails with her husband and can handle the Angler herself in fair weather.—Falmouth Enterprise.

Church Notices

UNITARIAN

Rev. John Snyder. Orange street

Services at 10.45 a. m.
12 m. Sunday School.

METHODIST EPISCOPAL.

Rev. B. F. Raynor 15 Gay Street

10.45 a.m. Worship with sacrament of the Lord's Supper.

12.15 p.m. Sunday School.

7 p.m. Sunday School Rally Service.
Tuesday, 7.30 p.m. Class meeting at Mary C. Fisher's.

Friday, 7.30 p.m. Prayer meeting.

BAPTIST

Rev. P. B. Covell. Summer street.
Residence, 6 Union street.

10.45 a. m. Morning service.

12 m. Sabbath school.

7.15 p. m. Evening praise service.

Evangelistic services every evening at 7.15 during the week.

ST. PAUL'S CHURCH.

(Episcopal) Fair Street.

Rev. E. L. Eustis, Rector, 11 Gardner St.

Sunday, November 6—

8. Holy Communion.

10.45. Morning Service and Sermon.

12.15. Sunday School.

7.45. Evening Service and Sermon.

Thursday—

10. Holy Communion.

FIRST CONGREGATIONAL

Centre street. Organized 1711
v. F. W. Manning, 11 W. Chester St.

10.45 a.m. Worship with sermon.

12 m. Sunday School.

30 p.m. Christian Endeavor meeting.

15 p.m. Song service with sermon.

Friday, 7.15. Prayer meeting.

MIRROR, SATURDAY

Nov. 5, 1910

Reminiscences

FORTY-FIVE YEARS AGO.

Schooner W. O. Nettleton arrived Monday from Boston.

Joseph M. Folger held a husking bee on Wednesday evening.

Ship Alabama, of this port, Coffin, master, was wrecked on Chatham Island in July last.

FORTY YEARS AGO.

Married, in New York, 25th ult., John W. B. Hallet and Miss Victoria Marcus.

Married, in Detroit, 12th ult., Powell Macy, formerly of this town, and Miss Nettie Patten.

Married, in North Bridgewater, 20th ult., Edwin S. Ray, of Nantucket, and Mrs. Alice J. Allen.

THIRTY-FIVE YEARS AGO.

Heavy seas at South shore this week.

Owing to a severe blow, Thursday, the steamer was obliged to lay at her dock.

William Parker killed three wild geese at one shot, Saturday night, at Tom Never's pond.

D. W. Burgess has commenced laying the foundation for the new house he is about to build.

THIRTY YEARS AGO.

The "Amateur Debutants" propose holding a select social noon.

Married, in Foxboro, 27th ult., Robert H. Alley and Miss Emma S. Young.

Married, in Gallipolis, Ohio, 27th ult., C. Fred Henking and Miss Lida V. Sanns.

An unknown schooner was reported ashore on Handkerchief shoal, by Clark, Tuesday morning.

Steamer Island Home grounded on her return trip, Tuesday, and did not reach her dock until 6.30 p. m.

TWENTY-FIVE YEARS AGO.

Thirteen smacks were anchored off 'Sconset, Wednesday.

U. S. Steamer Verbena this week carried a new anchor and chain to the South shoal lightship.

Charles C. Morris and Horace Folger on Monday bagged a half dozen black ducks. A visiting nimrod bagged a first-class soaking.

The L. Roberta, Capt. Adams, brought in four hundred and twenty-one mackerel on Tuesday, being out but an hour and a half.

TWENTY YEARS AGO.

A few mackerel have been caught by the net fishermen.

Incoming vessels report considerable wreckage on Nantucket shoals.

The bulkhead at Brant point, broken down by recent storms, has been repaired.

The surveyor has repaired the wash-outs on the milestone road, caused by recent heavy rains.

The sale of two house lots at Monomoy to Mrs. Julia A. Powers, of New York, is officially announced.

FIFTEEN YEARS AGO.

George E. Mooers has received his appointment as trial justice.

William R. Macy, of the U. S. S. Enterprise, has been promoted to cadet officer.

Married, in Middleboro, October 25, Truman Niles and Mrs. Lucy Ann Coffin, of Nantucket.

A. T. Mowry, agent, reports the sale of the Peck cottage at the cliff to Miss Lillian K. McKenzie, of Newton Highlands.

Married, in this town, 6th inst., by the Rev. O. M. Martin, Charles H. Furber, of Edgartown, and Miss Mary C. Smith, of Nantucket.

TEN YEARS AGO.

A cargo of pipe is enroute for the Wannacomet Water Company.

Painters from abroad are decorating the interior of St. Mary's church.

Relief lightship No. 58 is on South shoal, the regular boat being hauled off for repairs.

A new sidewalk is being laid by John C. Ring on Westminster street, between Gay and Hussey.

Upper Main street has been badly damaged through the carelessness of drivers of heavily laden teams.

Married, in this town, 29th ult., by the Rev. Fr. McSweeney, Antoine Foster and Miss Annie G. Perry, both of Nantucket.

FIVE YEARS AGO.

The Asa P. Jones property, 'Sconset, has been sold to Miss Louise Streeter Warren, of Detroit.

Married, in this town, October 30, by the Rev. Edward Day, Whittemore Gardner and Miss Rhoda W. Freeborn.

The annual reunion of The Sons and Daughters of Nantucket was held in Hotel Vendome on Thursday afternoon and evening.

William T. Swain has won the Thebaud cup for the best bowling average in a series of twenty games at the Athletic Club.

Arthur P. Stevens has accepted a position as chief engineer of the City Railway & Lighting Co.'s Power Station, of Macon, Georgia.

Historic Sketches

AN OLD BILL OF EXCHANGE.

Exchange for 308 14-100 Dollars, Bay of Islands, N. Z., September 3, 1846.

Ten days after sight, of this, my first Bill of Exchange, (second and third of same tenor and date unpaid), pay to the order of Ch. Berry Wallford the sum of Three Hundred and Eight Dollars and fourteen cents, value received, and place the same with or without further advice, to account of supplies for ship Phebe.

To Messrs. C. Mitchell & Co.,

Nantucket, Mass.

S. W. Harris,

Paid at Pacific Bank.

22d May, 1847.

Shipped, in good order, and well conditioned, by C. B. Wallford, in and upon the ship called the "Phebe," of Nantucket, whereof S. W. Harris is Master for the present voyage, now in the Port of Russell and bound for Nantucket.

To say: Six hundred and sixteen Gallons of Sperm Oil in Casks, not numbered or marked, are in default of due acceptance and payment of the annexed Bill of Exchange of this date, to be delivered in like good order and well-conditioned, at the aforesaid port of Nantucket, (danger of the seas only accepted), unto Ch. Berry Wallford, or to his Assigns, he or they paying freight for said oil & casks, viz: Nothing without primage and average accustomed.

In Witness whereof, the Master of said ship hath affirmed to three Bills of Lading, one of which being accomplished, the others to stand void.

Dated at Wahapa, Bay of Islands, This 3rd Day of September, 1846.

S. W. Harris.

B-L to be given upon payment of the acct.

PRICE FOR ATHENEUM SHARES.

The committee appointed at the meeting of which this is an adjournment, to report to this meeting a price for which shares in the Athenaeum shall in future be disposed of by the Corporation, report that, having a specific object committed to their charge, they were happy in having on the committee the Gentlemen through whose munificence the Institution has been enabled to attain its present standing, and, learning directly from them that their principal object has been to make the institution as useful as possible, by placing its benefits within the reach of enterprising young men & considering also that it is a subject which the society can regulate at any future meeting, whenever it shall be ascertained that they have erred on the side of moderation, they have been induced to name the sum of ten dollars at which the committee recommend to the society to hold the price of shares during the present year.

Gorham Coffin,

Chairman of Com.

27th Jany., 1835.

CHRISTOPHER MITCHELL & CO.

From the firm's old "letter-book."

Nantucket, 23d May, 1837.

Messrs. Josiah Macy & Son.

Gentlemen: Your favour of 8th inst. was received in due course of mail, acknowledging receipt of ours of 4th inst. We were not disappointed at your refusal to accept for \$1,000. Neither is our confidence impaired in the least by your adopting that course. We shall be able to get through with this month without leaning on any property which we have at market, but it will not be so with the month of June.

If we cannot raise \$3,000 in that month, we shall be obliged to get papers renewed at Bank, which it is expected we shall pay. In ordinary times this would be a failure, but in such times as these, although we have an abundance of property, yet we cannot raise money on it.

We think the demand for oil will not cease altogether, therefore have concluded to send you some more & herewith you have the invoice of 16 casks best spring strained oil on board sloop Martha, Captain Drew, for our acct.

Very respectfully your friends,
C. Mitchell & Co.

P.S. Capt Pierson, of Sag Harbour, has a Chronometer belonging to us; we have requested him to send it to you & you will oblige us by delivering it to Mr. Thomas A. Gardner.

C. M. & Co.

Nantucket, 17th May, 1837.

Capt. Philitus Pierson, Southampton.

Dear Sir: Captain S. S. Russell, of ship Phebe, informs us that he has left that ship's Chronometer in your care, to be delivered to our order, without expense. Capt. B.F. Riddell, of ship Wm. C. Nye, also informs us that you wish to know what to do with the instrument. You would oblige us if you would send it to New York & cause it to be delivered to Messrs. Josiah Macy & Son, Merchants there.

Be so good as to place the name of the ship & that of our firm in the case.

Very respectfully your obt. svts,
C. Mitchell & Co.

Nantucket, 1st May, 1837.

Mr. Nathan Comstock.

Dear Sir: Your favour of 8th April, covering sales of 50 barrels summer oil, was duly received & the amt., \$1,205.13, charged to your acct. As you have not noticed us of any losses on our acct. during these times which "try men's souls," we hope you have not met with any. However, we can hardly expect to escape without some loss.

Have drawn on you this day for \$750, at 4 mos, in favour of Pacific Bank, which we wish you to accept. Shall make you a shipment of best spring strained oil in the course of this week, by schooner Imperial, Capt. Chas. P. Swain.

Very respectfully your friends,
C. Mitchell & Co.

Dr. Benjamin Sharp has recently finished covering the roof of his music room, on his house in Gorham's Court, with some of the new asbestos shingles, and those interested in this innovation should not fail to inspect the newly-covered roof. The shingles are made of asbestos and Portland cement, are indestructible and absolutely fire-proof, while the cost is but one-third more than for first quality cedar shingles.

R. E. Congdon

PHARMACIST

Main Street Nantucket, Mass.

E. B. Coleman, M. D.

Homeopathic Physician and Surgeon

Office and residence: Centre St., corner of Hussey's. Office hours: Until 9 a. m., and 6 to 8 p. m. Telephone 14-14.

Arthur G. Rand, D. M. D.

DENTIST

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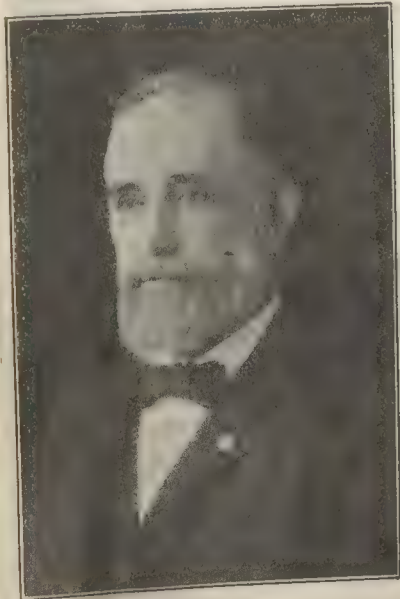
Nov. 26, 1910

NANTUCKET, MASS.,

Reunion of Sons and Daughters of Nantucket.

Just seventy Nantucketers, husbands, wives or guests of Nantucketers, foregathered at Kingsley Hall, Ford Building, Boston, on Friday evening of last week, for the seventeenth annual reunion and dinner of the "Sons and Daughters" of the old Island home. Unfortunately for the success of the social side of the occasion more than half of the seventy arrived during the last half hour before the dinner, so that the time for social gossip and enjoyment was all too short, though everyone made the most of it, and matters were getting quite lively when the signal was given to pass around the screen to the dining tables. An introductions committee, comprising ex-President Alexander Starbuck, William F. Macy, Lawrence Gardner and George H. Cary, Misses Helen A. Gardner, Phebe C. Edwards, Alice M. Bunker and Mary Waitt, Mrs. Annie B. Janes, Mrs. Mabel Rogers Bond and Mrs. Annie M. Wilcox, helped to make things interesting by introducing and identifying the members and guests present, and it is to be regretted that the time for this part of the programme was not longer. This, however, was not the fault of the committee, but of the members themselves. Many, perhaps for one reason or another, cannot come early, but if those who can as well as not would make an effort to reach the hall a half hour earlier than they do, it would go far toward increasing the enjoyment of the ante-prandial period which is, or should be, the most important feature of these occasions.

The dining tables presented a very pretty sight with many large vases of beautiful long-stemmed crimson, white and yellow chrysanthemums, a contribution, as announced later by the President, from Mrs. Anna Coffin



Alfred Bunker, the Retiring President.

Ames, widow of Ex-Governor Ames, to whom a vote of thanks was extended at the close of the dinner.

In accordance with the custom of recent years, the cold meats, salads, oysters, etc., were placed on the tables, and the diners helped themselves and each other with little formality, and a minimum of service from the waiters, and as the viands were both excellent and abundant, this essential feature of the reunion may be voted a success.

While the tables were being cleared and removed, all returned again to the other side of the screen and the business meeting was held. It was 7.45 when President Bunker called to order and announced that, as the Melba quartette, which had been expected to furnish the musical part of the programme, had a professional engagement for the evening, we should not only miss the pleasure of having them, but also the services of our secretary, Miss Austin, who is a member of the quartette. In her absence, Miss Holley, of the Executive Committee, read the report of the last meeting, which was approved. Treasurer protom. Upham reported a balance of eleven cents in the treasury at the beginning of the year, notwithstanding which no one suggested the advisability of the Treasurer giving a bond.

In a brief address, the President spoke of several matters which he thought should be called to the attention of the association. Mary Nantucketers, he said, had complained that their names were not on the membership list. He could only say to such, however, that so far as the Treasurer's records show, their \$\$ were not in the Treasury, and as the only requirement to those duly qualified by birth, descent or marriage, was to sign the constitution and pay one dollar, he hoped many more names might be added, especially as under the present low charge for the dinner the margin for incidental expenses was very small, and a few new members each year with the accompanying dollars, would be most welcome, and relieve the committee of some anxiety.

He also suggested the advisability of so amending the Constitution as to admit to membership those who, though not eligible under the present clause—which provides that only persons of Nantucket descent and husbands and wives of the same may join—were none the less so affiliated with the place by long residence or association that they might well be considered Nantucketers. And such persons, he felt sure, would be welcome to all.

The association had lost by death during the past year, three members—Mrs. Eunice H. (Starbuck) Pinkham, Mrs. Elizabeth C. (Defriez) Lovering, and John M. Pinkham. Only three new members had been added: Charles T. Hall, George F. Morse and Warren P. Adams.

Some discussion followed as to increasing the membership, Ex-President Starbuck suggesting that a personal effort be made to induce all Nantucketers not now members to join, and he offered to print, free of charge, a special circular to be mailed to any such, whose addresses could be ascertained. President Bunker, in reply, called attention to a paragraph which had appeared in the announcements of the reunion for several years past, reading as follows:

"All Nantucketers by birth, descent or marriage, are cordially invited to join the Association, and everyone who receives this notice is requested to notify others, also, whose addresses may be unknown to our Secretary, and who, therefore, may not have been formally notified."

He hoped members would take particular note of this paragraph and follow the suggestion in future.

The next business being the election of officers, the President appointed Messrs. Gover, Myrick and Macy to receive and count the ballots, and they later reported that fifty-one votes had been cast, all for the following ticket, which was declared duly elected:

For President—George Howland Folger.

For Vice-Presidents—Odiorne Swain, Carrie Louise Holley, Charles Neal Barney, Alice G. Beebe, Annie L. B. Janes, Caroline E. Swift.

For Secretary—Emma F. Hayward.

For Treasurer—Harrison Loring, Jr.

The dining hall having by this time been cleared, all repaired once more to that end of the room, and the President announced that there were sixty-eight persons present. Later returns made the count an even seventy, as above stated.

Miss Edith Whitcomb, who had kindly consented, in the absence of the quartette, to contribute to the musical portion of the programme, sang two solos which were very well received. Miss Whitcomb has a rich soprano, which shows evidence of careful training, and her numbers, of which there were several during the evening, gave much pleasure to the musical portion of the audience. Miss Holley was the accompanist.

The *piece de resistance* of the exercises came next, the president introducing Mr. Charles J. Glidden, a gentleman of much more than national reputation, both as an automobilist and as an aeronautist. To those who have read for years of the famous Glidden tours—and who has not?—the president's announcement that this was the real Mr. Glidden, the only, original and genuine article, the prospect of an enjoyable hour was anticipated. Nor were they disappointed, for he showed upward of a hundred beautiful and interesting pictures of India, and his descriptions, though of necessity brief, made the scenes of his travels very real. In the past eight years Mr. Glidden has driven a motor car forty-six thousand, three hundred and twenty-eight miles, visiting thirty-nine separate countries and passing through thousands and thousands of cities, towns and villages. He has been twice around the world, once each way, in his car, and has travelled nearly seven thousand miles on the railroad ties, fitting special steel wheels to his car for the purpose, and locking the steering gear. Mr. Glidden was the first to attempt this trick, and is very enthusiastic over his experiences. At the conclusion of his address a unanimous vote of thanks was passed for the pleasure he had given the Sons and Daughters.

Mr. Henry Macy Upham next gave a sketch of Franklin's life, which, showed much study of the various authorities on the subject. He traced the career of the many-sided son of Abiah Folger from boyhood to old age, and concluded his address with a collection of some of the best of the Poor Richard sayings.

Miss Anna Gardner Fish had found a few more scraps in the basket, which being rendered with her usual keen appreciation of the good points, were greatly enjoyed, notwithstanding the fact that a few of the good ones were, as she said, "warmed over." It being then nearly ten o'clock the President announced that Mr. Glidden had his collection of ballooning pictures with him, and would be glad to show them if the audience cared to stay. The enthusiastic response to this suggestion indicated the pleasure which the earlier lecture had given, and another delightful quarter of an hour was spent, this time in the air, sailing over cities, mountains and open country in all parts of the world with the speaker, who has in, addition to his remarkable career as a motorist, nearly fifty balloon ascensions to his credit. It was a fitting wind-up to a very enjoyable programme and the company broke up, each one congratulating himself on having come, and commiserating the less fortunate who were not there. Following is the roster of those who attended:

Mrs. Marion Cary Allen, Mrs. Minnie Hussey Anderson, Mrs. Valina Worth Bassett, Mrs. Mabel Rogers Bond, Alfred Bunker, Mrs. Cordelia M. Bunker, Miss Alice Macy Bunker, George Howard Cary, Mrs. Mary Gardner Cary, Mrs. Sarah Catherine Robinson Clough, Henry Gardner Coggeshall, Mrs. Sarah Gardner Currier, Miss Phebe Coffin Edwards, Irving Elting, Mrs. Susan D. Elting, Miss Anna Gardner Fish, John Flood, Miss Ellen M. Galucia, William Sturtevant Gardner, Mrs. Sarah Elizabeth Gardner, Herbert C. Gardner, Mrs. Carrie Macy Gardner, Laurence Gardner, Miss Helen Anthony Gardner, Miss Sarah E. Gardner, George Hobson Gardner, Miss Lydia Bunker Gardner, Charles J. Glidden, Mrs. Charles J. Glidden, Isaac Gover, Mrs. Emily F. Holley, Miss Carrie Louise Holley,

Arthur Howard, Andrew W. Hussey, Mrs. Eunice Macy Hussey, Mrs. Annie L. Brown Janes, Harrison Loring, Jr., Mrs. Clara S. Loring, Mrs. Sarah G. Swain Lothrop, William F. Macy, Mrs. Ella Sawyer Macy, Miss Martha W. Macy, Miss Marion Miller, George F. Morse, Philip A. Myrick, Mrs. Cassine Brown Nelson, Mrs. Caroline H. Nicholson, Miss Rebecca Coffin Philbrick, Miss Sarah F. Ray, S. Marshall Reed, Mrs. Eunice Coffin Rogers, Mrs. Annie Robinson Rogers, Andrew Stewart Rogers, Mrs. Nellie Baxter Swain Simms, Joshua S. Smith, Alexander Starbuck, George Franklin Starbuck, Odiorne Swain, Mrs. Ella W. Swain, Mrs. Ann Elizabeth Gardner Swain, Miss Elizabeth R. Swain, Mrs. Mabel Cary Tobey, Henry Macy Upham, Mrs. Grace LeBaron Upham, Miss Mary Waitt, Miss Edith Barry Whitcomb, William J. Wilcox, Mrs. Annie Mooers Bates Wilcox, Miss Mabel M. Wilcox.

Historic Sketches

CHRISTOPHER MITCHELL & CO.

From the firm's old "letter-book."

Nantucket, 21st Sept., 1841.

Mr. Seth Delano, Fairhaven.

Dear Sir: The ship Christopher Mitchell will be ready to leave here for Edgartown the last of this week. If you can make it convenient to come by the Steam Boat, on Saturday next, you will be in time & will oblige us.

Yours respectfully,

C. Mitchell & Co.

Nantucket, 7th Sept., 1841.

Nathaniel G. Snelling, Esqr.,

Mass. F. & M. Ins. Office, Boston.

Sir: The ship Christopher Mitchell will be ready to sail on another voyage to the Pacific Ocean on or about the 10th October, under the command of William Keen. We wish you to send us a policy for Ten Thousand Dollars, Five Thousand on ship, valued at \$20,000, & Five Thousand on cargo outfit, valued at \$18,000, not including the premium.

Very respectfully your obt. svts.,

C. Mitchell & Co.

Nantucket, 1st Nov. 1841.

Captain William Keen,

Ship Christopher Mitchell.

Dear Sir: Our Charles Mitchell has received a letter from you, dated to the westward of Gay Head, 25th October, enclosing a certificate for your Pilot, which we shall attend to. You informed him also that you had shipped the three men which we sent you, but did not tell him what lays you gave them. As we have a duplicate of the Articles, we should have been glad if you had informed us of the lays you put against their names, that we might make ours agree with yours. In your next letter to us, please to give the names of the men and the lays against each name. And should any others of them desert from the ship, please give us their names, as well as the names of others which you ship. This can be very little trouble to you & much satisfaction to us. It is, also, much more satisfactory to learn from the master what is going on on board the ship than to hear it in the street or to learn it from somebody's list.

We flatter ourselves that we have a first-rate set of Officers & a good crew, who, with good usage, will be ready at all times to second your exertions for a voyage. And we think that you are fully sensible of the responsibility which rests upon yourself; and we feel assured that you will neglect nothing on your part to obtain a voyage. And in connexion with this subject we will take occasion to say that nothing will stimulate officers to exert themselves in the discharge of their duty more than respectful treatment from the Master. You have had experience enough to know the value of a kind word of encouragement.

It is an old saying that "it is an ill wind that blows no good." When we apply this to the wind that detained you at Edgartown after you were ready for sea, we think it was a fortunate one, as it gave your poorest

men an opportunity to desert, & for you to get better men. When we spoke of the Pilot, we wished to be understood that if our pilot would not do as he ought to, another could be found who would, even if his name were Emanuel Enas. This rule will apply in many other cases, as well as that of the Edgartown Pilot. As a proof that he was not a man of energy, he lost the next day after you left the harbour of Edgartown, when it was a good time to go to sea.

We omitted sending two barrels of beef, which were laid aside here for first use. Deduct this from your inventory & it will leave 103 barrels. We have not discovered anything else omitted.

Your communications have been made known to the owners of the ship by individuals, sometimes one & then another. In making your further communications in regard to the ship and voyage, you would oblige us very much if you would direct your letters to C. Mitchell & Co., Nantucket. Any private information which you may see fit to communicate to private individuals of the owners, they will, either of them, be happy to attend to.

In the course of a long voyage, you will meet with many individuals who feel themselves qualified to give advice to others; these are the persons we would have you be on your guard against. Of all the persons in the same business with yourself, the number is very small indeed whose advice we should be willing to have you follow. We would make another suggestion in regard to these officious persons; that is, to keep your own counsel in regard to any difficulties you may have to encounter & not proclaim your troubles to the world. Each one has his difficulties to encounter, without being troubled with other people's.

Hoping to hear from you, we are

Your assured friends,

C. Mitchell & Co.



Photo by Boyer

BOYS OF THE GYMNASIUM CLUB PARTICIPATING IN THE ROAD RACE ON THANKSGIVING DAY.

Front Row (left to right)—Harold Ryder, Frank Conway, John Mendance, Arthur Collins (third), Edward Burgess, Maxwell Deacon (second), Adrian Gibbs (winner).

Second Row—Maurice Killen (fourth), Adolph Rohdin, Howard Chase, Norman Giffin, George Furber, Gordon Chase, Clifton Mayo, Instructor Harvey.

Third Row—Forrest Thomas (second best time), Max Wagner (third best time), Alanson Swain, Robert Kittredge, Roger Wilkes (best time).

Reminiscences

FORTY-FIVE YEARS AGO.

The stern of a vessel and a yawl boat were picked up at Quidnet, Friday.

U. S. schooner Pharos, which sailed from this port on Monday last, arrived at Newport on Tuesday.

Married, in this town, November 29, by George Cobb, Esq., Henry Stillman, of Waterford, Conn., and Mrs. Eliza G. Coffin, of Nantucket.

THIRTY-FIVE YEARS AGO.

Two hundred and fifty vessels were in the sound, Monday.

The first skating party of the season made its debut on the clay pits on Thursday afternoon.

On Wednesday morning, a load of ice was brought to town from the Washing pond, measuring five inches in thickness.

Married, in this town, December 1, by the Rev. H. W. Parsons, J. Collins Warner, of Boston, and Miss Mary B. Swift, of Nantucket.

Married, in New Bedford, 25th ult., by the Rev. B. P. Raymond, John Harps, of Fall River, and Miss Ella B. Macy, of New Bedford.

FORTY YEARS AGO.

The Atheneum has been undergoing extensive repairs.

The weather for the past month has been unusually mild.

Married, in this town, December 1, by the Rev. W. H. Starr, Francis Varin, of Brooklyn, N. Y., and Miss Charlotte A. Starbuck, of Nantucket.

THIRTY YEARS AGO.

Road Commissioner Wyer made repairs to North Water street, Tuesday.

Married, in Brockton, 25th ult., William H. Mackey and Miss Mary Anna Gardner.

Miss Annie Cartwright has been appointed teacher of the lower room in the South school.

William C. Marden has purchased the property in New Dollar lane, known as the Joseph Starbuck house.

Benjamin F. Worth has purchased the house on Washington street, next north to that of Michael DeWyer, and will erect it upon his farm in Poipis.

TWENTY-FIVE YEARS AGO.

December came in with a howl.

Ice formed Friday and Saturday nights.

The steamer did not leave her dock Friday, owing to a heavy northwester.

"A cable in the deep blue sea" now connects Nantucket with the mainland.

Roland Folger of Milford, formerly of this town, has been granted a patent on an umbrella.

Schooner Era, of New London, Capt. Timothy F. Clisby, of this place, master, arrived on the 26th ult. from Cumberland Inlet, after a rough passage.

TWENTY YEARS AGO.

Fishermen harvested ice, Tuesday, for packing fish.

Schooner Bertha is expected in a few days with a cargo of coal for W. C. L'Hommedieu.

W. H. Wyer, 2d, has received from architects the ground plan for Mrs. Cary's cottage at the Cliff.

Little Miss Mattie Norcross held high carnival with her young friends, Wednesday evening, at her home on Pine street, celebrating her ninth birthday anniversary.

FIFTEEN YEARS AGO.

Mr. and Mrs. F. J. Crosby left Tuesday for a trip to Atlanta, Georgia.

Steamer Marthas Vineyard did not leave her dock Friday, owing to a high wind.

Married, in Brookline, 2d inst., H. Otto Burkhardt and Miss Ida Blanchard Seaverns.

Arch-deacon Edward S. Rousmanier, of New Bedford, is expected to make an official visit to St. Paul's on Monday.

TEN YEARS AGO.

Nearly two hundred people enjoyed the Unity social, on Wednesday evening.

During the month of November rain fell during fifteen days, the total precipitation being about four inches.

The seventh annual reunion of Nantucket's Sons and Daughters was held at Hotel Brunswick, Boston, Friday.

Schooner Montauk, of Falmouth, after discharging cord wood, attempted to get out of the harbor, Monday afternoon, but was unsuccessful, and anchored. During the gale that night she was blown high and dry on Brant point, between the lighthouse and the hotel. Steamer Petrel has made several unsuccessful attempts to get her off.

FIVE YEARS AGO

Charles Neal Barney is the Republican nominee for mayor of Lynn.

Martin Paschal, mate of tug Hamilton A. Mathes, drowned near the bell buoy on Thanksgiving Day.

Married, in this town, 30th ult., by Rev. Hugo P. J. Selinger, Grace Eva Dunham and Andrew L. McGarvey.

W. W. McCleave & Son have leased the store on Orange street, lately occupied by L. N. Othote, and have placed therein a varied stock of Christmas goods.

Record-breaking fishing season. The first codfish were caught off 'Sconset on October 23, and since that time but three days have passed that the men could not float their dories. Haddocking was commenced off Surfside on November 26, one dory landing 385. On Sunday, Stillman C. Cash and two other dorymen landed 1,054 codfish.

A good old Irish pastor was thanking his congregation for the many Easter offerings and his tremulous voice told how great was his pleasure.

"I wish to thank the congregation," he said, "for the many beautiful gifts from my people this glorious Easter Sunday. The plate donations were far in excess of my expectations, the candles were many and freely contributed, and the flowers were simply beautiful; but I want to say right here and now that the thing that touched my heart the most was when little Mar-r-y Killey walked up the aisle and laid an egg on the altar."

There is no such thing as a forest of mahogany. The mahogany tree lives by and for itself alone. It stands solitary of its species surrounded by the smaller trees and dense undergrowth of the tropical forest.

Water Front

A small fishing smack was hauled ashore on the inside of Brant point, Thursday afternoon, to make repairs to her stuffing-box.

Schooner Fred Tyler, en route from Nantucket to New York, was obliged to put into New Bedford for shelter from the gale of last week.

The north shore has been piled high with seaweed this week, the storm of Saturday and Sunday sweeping large quantities of the grass upon the beach.

Scallops have made their appearance in Provincetown harbor, but the men who have been gathering them report that if they get a bucket full in one tide they consider they are doing well.

Captain Elmer Crowley of steamer Coastwise, at Boston from Baltimore, reported that the gas buoy at Great Point, Nantucket shoals, has been run into by some passing vessel. The cage surmounting the buoy has been knocked off and the light extinguished.

During the storm last Saturday, the three-masted schooner Lois V. Chaples, which had discharged coal at Straight wharf and had anchored out in the stream, was in danger of dragging ashore on the south side of the harbor, and a second anchor was dropped as a precautionary measure, the vessel riding out the gale without mishap.

Capt. Robert Jackson made a trip to Friendship, Me., where he will have a new fishing vessel built, about 48 feet in length. Capt. Jackson's present sloop Mildred, we understand, will be sold to Henry L. Ripley, who will take possession after the close of this fishing season.—Edgartown Gazette.

One of the Edgartown fishing sloops anchored off the south shore, Sunday, and displayed signals of distress. The life-saving crew went to its assistance and found that the three men on board were out of coal, water and food, and unable to get their anchor up. The life-savers brought the little craft to a point off the station and tendered the necessary relief.

In the window of a Boston junk shop is displayed a brass chandelier, a relic of the steamer Portland, which foundered in the bay with all hands in the memorable blizzard of Nov. 27, 1898. The fixture was brought to the surface on the trawls of a fishing vessel on Middle banks, bearing out the oft-expressed theory that the Portland went down in that part of the bay.

The schooner rigged fishing boat Grace Darling, of Provincetown, is no more, having been converted into firewood by her owner, Joseph E. Weeks, for whom she was constructed in 1859 by the late David Kelley of Provincetown. Mr. Weeks has in his possession the receipt for the money paid for building the craft, it being dated April 15, 1859, and made out to his father, Joseph Weeks.—Plymouth Memorial.

Schooner Eliza A. Benner, Capt. Horace O. Hillman, arrived Tuesday having landed 9,000 lbs. cod in Boat last week. The Benner landed 3,000 lbs. here yesterday, which have been

shipped. Capt. Hillman carried away several feet of his mainmast during this trip. Sloop Priscilla, Capt. Levi Jackson, also brought in 5,500 lbs. cod yesterday from a three days' trip.—Edgartown Gazette.

Steamer Nantucket put out on time last Saturday morning, but when a mile outside the bar Captain Furber found the conditions so boisterous that he considered it imprudent to continue on the passage, and returned to port, reaching the dock again at 7.30 o'clock. The heavy northwest wind continued all day and Sunday, and it was impossible for the boat to make a trip across the sound until Monday.

Marcus Dunham started from Tuckernuck for Nantucket, last week Friday, in spite of the heavy wind and seas, and had a rather exciting experience all by himself. A big wave broke aboard the boat and put the motor out of commission, and Dunham and his boat were swept before the gale across into Madaket harbor, where he succeeded in making a landing under Eel point, and sought shelter for the night in the club-house located there. Meanwhile anxious friends were endeavoring to locate him and the crew of Madaket station were keeping a close watch, but failed to get sight of him, and it was not until Saturday morning that his whereabouts were known.

Quicksands at Mioxes.

Persons who enjoy driving about the Nantucket moors and along the south shore of the island are cautioned against attempting to cross the beach at the heads of Mioxes or Reedy ponds, as quicksands have developed in those vicinities the past few months, according to statements of the life-savers who patrol the southern shores of the island. Persons should not attempt to cross, either by foot or team, as the sands are so treacherous that they will not even support the weight of a small dog, and those who are wont to visit the places named should give the narrow strips of beach at the heads of the ponds a wide berth.

Boat Rowed To the Heads

The Centre Street Meeting House.

The remodelling of the Old Quaker meeting-house on Centre street into an addition to the Roberts House, which work will be completed before spring, behooves us at this time to present a few facts in connection with the old building, which are of historic interest.

The Quakers, or Friends, who years ago worshipped in this building, were known as "Gurneyites," and were followers of John Joseph Gurney, the son of a wealthy English Quaker family, and a man possessed of an excellent education, who became a preacher of great power in the Quaker society, both in England and America. Gurney visited Nantucket in July, 1838, and was the guest of Cromwell Barnard.

Shortly after his visit to New England, the Quakers became divided into two factions, the Gurneyites and the Wilburites, the larger part of the prominent Nantucket Friends joining the latter sect, the division taking place in July, 1845. The meeting-house was not erected until 1850, however, and the Gurneyites continued to gather there until early in 1867, when the Centre Street Meeting decided to dissolve and transferred its property to the New Bedford Monthly Meeting, which society held occasional meetings there for a number of years after the dissolution of the Nantucket body, and retained ownership of the building until 1898, when it was sold to the People's Baptist Church society, an off-spring of the Summer Street Baptist Church, under the ministry of the Rev. E. A. Tuck.

The Baptist body held services in the building a number of years, but the society finally dissolved under the ministry of the Rev. J. E. Dinsmore, and the old meeting-house was subsequently sold at public auction John Roberts being the purchaser. Although owning the property for several years, Mr. Roberts has made no changes in the building prior to this time, but next season intends to have it in shape for use as a dining room in connection with the Roberts House—which means the actual passing of the Centre Street Meeting House, erected sixty years ago.

D. 1910 Dec - 10

Historic Sketches

NANTUCKET SHIP SEIZED.

Nantucket, 12th June, 1838.

Joseph Balch, Esq.,

Merchants' Ins. Office, Boston.

Sir: We have just received a letter from Capt. Fisher of ship Maria, dated at Valparaiso, 2d Decr., 1837, informing us that on the 25th Nov., while cruising off the island of Juan Fernandes, he sent a boat on shore for the purpose of procuring some recruits, the boat was taken possession of by some armed men on shore, who obliged them to go on board the ship, when they took possession of her and obliged Captain Fisher to carry them to Valparaiso, alleging as an excuse for their piratical acts that they had been robbed by the Peruvians, a few days previous, of everything and that they were in great distress. Captain Fisher, finding remonstrance in vain, made the best of his way for the port, and succeeded in escaping the vigilance of the Peruvian Squadron, which was blockading the port, and when within reach of the batteries they commenced firing on the ship: one shot only took effect, which stove one of his boats. Captain Fisher then went on shore and entered his protest against such piratical conduct and with the assistance of the American consul, succeeded in obtaining his release and compensation of five hundred dollars.

which was all he could obtain, together with liberty to proceed to sea immediately, which he would do on the day his letter was dated, and proceed to cruise for whales, of which he had procured 700 barrels oil.

The governor's excuse for firing on the ship was that it was done by a subordinate officer in the absence of his superior. We shall communicate the above information to our government and urge it as a reason for looking to them for more efficient protection.

Very respectfully your obt. svts.,
C. Mitchell & Co.

DEPARTURE OF THE PHEBE.

Nantucket, July, 1838.

Captain George Allen, 2d.

Sir: We wish to give you some further advice and of such a nature that we do not feel at liberty to insert it in your general instructions; therefore you will consider it as confidential and not to be disclosed to your officers any further than will be necessary in carrying your orders into effect.

It is well known to you that we have to pay large sums of money on account of some of the officers and all the seamen, for their expenses here and for their outfit and we have good reason to believe that some of them will desert before their earnings will pay the amount which we are in advance for them. Therefore we wish you to take every precaution when in port, to guard against these losses, and we believe you will be seconded in your efforts by Mr. Munroe and Mr. Harris; but beyond these two officers we do not believe you will find much backing from any of other quarters. Mr. Haughton has already deserted from one ship & is owing us one hundred dollars; therefor it will be safe to be on your guard as respects him.

We do not believe Mr. Fisher will desert, but we do not think you can put much dependence in him to prevent others from doing it.

We do not think there is much danger of J. N. Warren, but we must advise you to be strictly on your guard against Henry Berry and Wm. Henry and also Robert Fletcher. We have some evidence of their declaration of an intention to desert if they are not suited on board the ship, therefore it will be safe for you to use more than ordinary means to prevent it.

We do not wish to curtail any of your privileges as a ship master, but we think you will better consult the interests of the voyage by making the ship at all times your lodging place at night and not leaving her in care of the mate, except by necessity.

We would advise you never to have your boats in the water after dark, except they are in immediate use, and that as little as possible, always requiring the officers to see that the boats are on the cranes before the watch is set for the night.

It would be well always to have a bounty bid by way of encouragement to the men to keep a good look-out, and some distinction may be made between those who have the regular look-out and those who have not, in favour of the latter, and when the

whale is obtained some addition may be made to the bounty. We consider this trifling expense to the ship will be abundantly repaid by causing the men to feel a direct interest in attending to their duty.

Very respectfully your friends,
C. Mitchell & Co.

THE SLOP CHEST.

Contract with Captain George Allen, 2d, respecting the Slop Chest.

The enclosed bill of parcels comprises the ship Phebe's Slop Chest and sundry articles to be sold for the purpose of recruiting the ship with. The whole is furnished by the owners of the ship at the wholesale prices, to which is to be added a commission of five per cent. paid Messrs. J. Lawrence & Co., amounting in all to two thousand five hundred seventy-three 4-100 dollars; and it is understood and agreed that Capt. George Allen, 2d, is entitled to receive one-half the profit on the sale of said goods, after adding interest and insurance for the voyage.

Excepting Errors.

C. Mitchell & Co.

Nantucket, 14th July, 1838.

The above contract is agreed to by me, this 14th July, 1838.

George Allen, 2d.

Was an Indian.

Editor of The Inquirer and Mirror:

In answer to your request for information as to the origin of the name "Tom Nevers Head," I will say that my late father, Mathew Crosby, who built the first Humane house on the bluff, and maintained it a year, told me that the name "Tom Nevers" was of an old Indian who had lived there.

Very respectfully yours,

Mrs. S. B. C. Lowden.

New Bedford, Dec. 1st.

FORTY-FIVE YEARS AGO.

The Cape Cod Central railroad is completed to Orleans and the cars are running.

Married, in this town, 7th inst., by the Rev. S. D. Hosmer, Francis B. Keen and Miss Cordelia W. Pratt.

Married, in this town, 7th inst., by the Rev. S. D. Hosmer, Theodore Smith, of Barnstable, and Miss Sarah F. Tallant, of Nantucket.

FORTY YEARS AGO.

Married, in Holyoke, Nov. 7, Robert Mitchell and Dora M. Allen.

Married, in New York, November 23, George S. Smith and Mrs. Eunice S. Chapin.

Married, in this town, 10th inst., by the Rev. W. H. Starr, Henry M. Wright, of New York, and Miss Phebe Ann Glidden, of Nantucket.

THIRTY-FIVE YEARS AGO.

Twenty-five boats were on the flats last Thursday, after sea clams.

Married, in this town, December 2, by the Rev. C. N. Hinckley, John P. Coffin and Miss Charlotte H. Barnard, both of Nantucket.

married, in New Bedford, 2d inst., by the Rev. Edmund Rowland, William F. Macy, of Boston, and Miss Jane F. Swift.

Bank Commissioner Jeremiah Getchell arrived in town Tuesday to look over the books of our savings bank, which he found in a sound and flourishing condition.

THIRTY YEARS AGO.

First sleighing of the season on Thursday.

The Baptist Sunday School is preparing for a Christmas festival.

The contract for furnishing the granite work for the harbor jetty has been awarded to James Scully, of Groton, Conn.

A schooner anchored off Great Point, Sunday, and supposed to be disabled, was discovered by Clark, and subsequently boarded by Capt. Judah Nickerson, who found her to be the Sarah Cullen, Craig, of Philadelphia, coal laden, bound for Boston. Her sails were torn and were being repaired.

TWENTY-FIVE YEARS AGO.

Married, in Vineyard Haven, 3d inst., George Huxford, of Edgartown, and Miss Addie W. Dunham, of Nantucket.

W. M. F. Round has been delegated by the National Prison Association to attend the international prison convention at Rome.

During the thunderstorm of Sunday evening, the chimney on the house of H. A. Willard, Orange street, was somewhat demolished by lightning.

Ship St. Nicholas was reported at Manila, last Saturday, with nine thousand bales of hemp and seven hundred tons of sugar. B. Whitford Joy is first officer.

TWENTY YEARS AGO.

The bell buoy went adrift Monday.

and was towed into the dock by Horace C. Orpin.

A poverty party was held in Underwood Hall, Wednesday evening, by Canton Nemasket.

Charles A. Selden, of Brown University, has been elected historian of the sophomore class.

Eastman Johnson has engaged to paint a portrait of Ex-President Grover Cleveland, to be hung in the White House.

On Monday last Jesse B. Snow and Arthur C. Barrally, left for West Superior, Wisconsin, where the former has accepted a position as civil engineer. Mr. Barrally accompanies him as assistant.

FIFTEEN YEARS AGO.

The Surfside hotel property is reported to have changed hands.

Schooner yacht Luella rode out the severe gale of Thursday last under lee of Cross Rip lightship.

Miss Eliza Crocker was surprised at her home in Cottage Court, Friday evening, twenty young couples taking part in the event.

TEN YEARS AGO.

No boat Wednesday.

The first snow of the season fell Wednesday.

Steamer Petrel was chartered Sunday by Miss Harriet S. Barnes, to take her to Hyannis.

Schooner Montauk, stranded on Brant point, floated during the high tide of Tuesday night.

A union service was held in the People's Baptist church, Thursday, the Rev. J. F. Meyer preaching the sermon.

The estate of John Winn has sold to Dr. E. B. Coleman, the lot on North Beach street, known as the Powder House lot.

FIVE YEARS AGO

Married, in New York, Nov. 30, Helen A. Harned and Henry O. Rogers.

Miss Edith H. Wyer was severely injured, Tuesday afternoon, by being thrown from the back of a saddle horse.

Ground has been broken this week for a new dwelling house which Nathaniel E. Lowell is to erect on his lot on Upper Main street.

A steed belonging to Edward N. Burdick became more than usually frisky, Tuesday afternoon, depositing his driver amid the cobblestones on Broad street.

A special town meeting, Monday evening, was worse than a Chinese puzzle, the effect to straighten out a matter of assessing an ice plant, for which it was called, being a dismal failure.

Charles S. Norcross rowed across to Coastue flats, Tuesday morning, leaving the wharf shortly after 6 o'clock, and in less than three hours he had picked up two bushels of scallops, rowed back across the harbor, and was opening his catch.

7. 1910 Dec. 17.

Historic Sketches

CHRISTOPHER MITCHELL & CO.,

From the firm's old "letter-book."

Nantucket, 8th March, 1838.

Mr. Thos. Folger, Geneva.

Dear Sir: On Sunday last the ice in the sound cleared away enough to allow a vessel to get at the Great point & land some passengers and twelve mails, which brought us your favour of 12th Feby., in which you acknowledge the receipt of the draft from Captain West for \$1,000. That was all we could do at that time, with a hope that we should be prepared to remit the remainder in the course of the spring, but the times are so very bad we hope you will not be disappointed if we ask a longer indulgence. We think the interest of money will be equal to the rise in the price of lands. We will send a cask of oil as soon as we get some spring oil made. Your paper was paid up to the 6th March. We have written to stop it. We are sorry your are losing your interest in a Boston paper; we consider the one you took as the best in New England.

Have never yet been able to make up the stave acct. We did not finish the sale of them until last fall, and the pressure has been so great that there are several hundred dollars outstanding uncollected; and some that we sold two years ago and more, to take pay in casks, has not yet been all paid up. We do not think there will be more than one loss—say half a thousand hhd. staves to Edward Russell, son of James; he has left the island and we think this a doubtful case; the loss will be \$30.

You said nothing in your letter about the health of your family; we infer from that that they were all well, as we are, and always pleased to hear from you whenever you can muster courage to write. The Christopher Mitchell will sail in May; Mr. Veeder takes charge of her. The Phebe will sail as soon after that as we can get her ready; George Allen goes in her. We heard of the Maria doing well, by letter from Capt. Fisher, last September, with rising six hundred barrels.

Very respectfully your friends,
C. Mitchell & Co.

Nantucket, 29th September, 1838.
Captain George Allen, 2d.

Dear Sir: Your favour of 5th August from Fayal was received on the 2d Sept. We think if you had cruised a few days among the islands before taking your recruits on board, it would have been to your advantage, by enabling you to ascertain where the best recruit was to be had. We think some of the islands are preferable to Fayal, although you would not find it so easy to get funds at the other islands. The draft which you have made will be taken care of when it appears.

With the additional security which you have put upon the rudder, we think it will be amply sufficient to perform the voyage. Aside from this small defect we think you will find the ship in good order for the voyage.

Of the little matters which you speak as being missing, we think you will find some of them on board. The handsaw is not charged in Mr. Folger's bill; therefore you must buy one out of some ship bound home. We are glad to find that your crew promise fair, and hope that you will have them well taken care of and not abused, but make them feel an interest in the voyage; encourage your young officers also and by close application we think you will succeed and obtain a voyage.

Keep your difficulties to yourself as much as possible, as do not allow them to be exposed before the crew. These little matters in relation to the internal police of the ship are well worth your attention and ought not to be put off upon the mate; the crew will very soon discover who their master is and act accordingly. We wish you to write us by every opportunity and keep us informed of the progress of the voyage. If any of your men desert or are discharged, we wish you to mention their names in your letter. We are, very respectfully,

Your obt. svts,
C. Mitchell & Co.

Married, in Lancaster, Pa., November 12, Theodore W. Nevin and Mary Elizabeth Appel.

Married, in Boston, October 19, James M. Shea, of Boston, and Miss Ella M. Glidden, of Nantucket.

Charles N. Long is building a cottage at Dionis for George L. Imbert, of East Boston.

Miss Mamie Tracy, employed in A. T. Mowry's store, slipped and fell, Thursday, striking the stove and cutting a severe gash in her right ear.

FIFTEEN YEARS AGO.

Miss Lucile Eaton Hill, professor of physical training at Wellesley College, is to speak on the subject of physical culture, in the Atheneum on Friday evening.

Considerable wreckage has been picked up during the week along our beaches.

Cargoes of stone for the state road have arrived this week and are being discharged.

TEN YEARS AGO.

Married, in Cottage City, November 29, by the Rev. J. D. King, Ph. D., Dexter O. King and Mrs. Annie Mae Shaw.

James O. Francis has sold his property on Pine street, known as the Samuel Coleman estate, to W. W. McIntosh.

On Wednesday, Dr. Benjamin Sharp lectured before the High School pupils on "The Colors of Animals."

A wire fence is being set around the Nantucket Golf Club's grounds.

Steamer Monohansett has replaced the Marthas Vineyard on the Vineyard route.

FIVE YEARS AGO

Members of the class of 1896, N. H. S., held a reunion, Thursday evening, at the home of Miss Ida Long, Orange street.

Taber & Davis are painting the Swiss cottage at Siasconset.

The steamer's passenger list on Thursday numbered only five gentlemen, of whom three were commercial travellers.

Arthur M. Taylor has nearly completed the new dwelling house being erected for John H. Bartlett, at Ocean View Farm.

Poet's Corner

Truth is stronger than fiction. That is why I always tell the truth when I have nothing else to do. A great many women burn their fingers when they take the teakettle cover off while the water is boiling, and then they use some plain expressions, and when their husbands come home, they are met with ugly looks and cross words, and it often ends in a divorce suit. Now all this trouble can be avoided by using one of these patent teakettle covers which I am selling. They never have to be taken off, and peace and quiet will reign in the house and in the neighborhood. It is going to be a hard winter on the water front, but with one of these covers in the house, the winter will seem shorter and will pass more pleasantly. They are only 25 cents each. Try one.

E. P. F. GARDNER,
Poet's Corner.

THREE VESSELS WRECKED

Northwest Gale Sweeps the Coast. Coskata Life-Savers
Rescue Crew of Six. Cutter Gresham Saves Lives.

In the teeth of a howling northwest gale, with the thermometer at 6 degrees above zero, Captain John B. Norcross and his gallant crew of life-savers from Coskata station launched the big surf-boat at daylight yesterday (Friday) morning, and battled the heavy seas and piercing wind until they reached the big three-masted vessel Thomas B. Garland, which had stranded during the night about an eighth of a mile from shore, mid-way between the station and Great Point lighthouse, and on board which were six men suffering the horrors of shipwreck and exposure. The rescue was speedily accomplished, once the life-savers reached the vessel, and at seven o'clock the rescued and rescuers were eating a warm breakfast together in the station, while the wintry winds continued to howl outside and the temperature still hovered close to the zero point.

The schooner was bound from South Amboy for Salem, with a cargo of coal, and when the wind hauled into the northwest Thursday afternoon she anchored under lee of Handkerchief shoal. Her sails were blown away, and as the evening progressed the captain realized his vessel was in a precarious position. About midnight she was torn from her anchorage and was swept down towards Nantucket island, with its Great Point stretching out like a long arm into the sea, and knowing that the craft was at the mercy of the elements, the six men took every precaution to prevent being washed overboard when she struck.

At 2.30 in the morning the schooner brought up on the bar, and her plight was soon after discovered by Surfman Coffin, who immediately answered the signal lights of distress and then hastened back to the station to summon his fellows. It was difficult work to launch the surf-boat into the breakers, but when once afloat the staunch little craft rode the seas easily, although the big waves broke over her continually, and as the shipwrecked men saw the life-boat approaching they knew that safety was to be theirs.

Although suffering terribly from the intense cold and exposure, all were able to help themselves, except the mate, who had been injured by falling over a hatch.

The crew comprised: Capt. E. C. Wallace of Beverly, Daniel Larson, mate, F. G. Sherwood, cook, L. Hudson, Fred W. Weinberg and Charles Nelson. The schooner Thomas B. Garland hails from Portsmouth, N. H., was built in 1881, is of 348 gross tons, 126.6 feet long and 32 feet beam.

The members of the Coskata life-saving crew who effected the rescue were: Capt. John B. Norcross; No. 1 man, Fred W. Coffin; No. 2, Maurice Norcross (substitute for Charles Williams); No. 3, Fred W. Howes; No. 4, Manuel S. Silvia; No. 5, Warren Barnes; No. 6, Joseph George, Jr.; No. 7, Everett Sandsbury.

Although the vessel stranded some distance from shore, early yesterday forenoon she was tossed much closer to the beach—within a hundred yards—and the chances of her being saved are thought very slight. The captain states, however, that up to the time of leaving his vessel, she had remained tight.

(By Wireless.)

The wireless station at 'Sconset reports information regarding two other vessels which are in distress in Nantucket sound today, as the result of the heavy gale. One is a two-master stranded off the Cape shore, and the other a three-master on Stone Horse shoal. The crew from Monomoy station endeavored to reach the latter vessel, early yesterday morning, but were unsuccessful.

At 11 o'clock the wireless station reported being in communication with the cutter Gresham, which had rescued the crew of schooner Abbie G. Cole on Stone Horse shoal. The vessel was laden with moulding sand, had opened up shortly after she struck and is a total loss. The crew were taken on board the cutter, which at 10.45 had started to aid the two-masted vessel flying signals off Chatham.

Historic Sketches

LETTERS TO WHALING CAPTAINS
WHILE AT SEA.

Nantucket, 29th Sept., 1838.

Captain Charles A. Veeder.

Dear Sir: Your favour of 10th May (which we think must be a mistake) at Fayal, was received on the 25th inst., by the brig Harbinger, which left there on the 2d September. We were somewhat disappointed in not hearing of you later than the date of your letter, as we expected you would cruise some six weeks longer among the islands, in which time we had hoped you would pick up some oil, as many of the vessels did which cruised among the islands. We do not doubt but you tried as hard as any of them, but without the same success. We are pleased to hear that the ship is in good order and that you have good officers and a good crew and must recommend to you to have your crew well taken care of, so that they may feel an interest in the voyage. This must be your own care and not be put off on the mate, for when your officers find that you study the welfare of your crew, it will stimulate them to do so, also.

If you meet with any difficulties it will not be good policy to proclaim them to the world, but keep them to yourself as much as possible. A few discouraging words from the master are sufficient to spoil a voyage. Therefore you must not think strange that we speak with freedom on this head. We wish you to write us by every opportunity and keep us informed of the state of the ship and progress of the voyage and let us know the names of such of your men as desert or are discharged. Please direct your letters to C. Mitchell & Co. We are, very respectfully,

Your obt. svts,

C. Mitchell & Co.

Nantucket, 29th Sept., 1838.

Capt. Benjamin Coggeshall.

Dear Sir: Your letter to the owners of the Walter Scott, dated 7th Feby., 1838, was duly received and they were pleased to learn that you had 1,000 barrels of oil. One other letter, to your wife, was duly received, dated 10th March, informing her that you were at Sunday island, with 1,150 barrels and bound to Japan. This was still more gratifying, as we considered it good news to hear of you with that quantity of oil, being better than an average of the ships that sailed the same season. Indeed, it is among the highest; we have heard of none of them with over 1,200 barrels at that date. Should you be as fortunate this season on Japan, it will enable you to return to the island with 2,000 barrels and with steady perseverance and attention we think you will be able to fill your ship; but if you should not do so well as we are here anticipating, you must not be discouraged. Consider that you have a good ship under-foot, and as long as you can get provisions we do not want you to think of putting away for home without a full ship.

By the time you get back to the Sandwich islands you will have enough aboard to make your men willing to stay with the ship and not steal boats, clothes or money, and give you so much trouble. You will get your boat again at the islands and that will be something. We hope you will not follow the example of the New Zealand ships and go to take whale oil until you are well satisfied that you cannot fill the ship with sperm oil. We wish you to write the owners as often as you get opportunity. Letters from you on the latter part of the voyage are essential to the owners, on account of getting insurance on the cargo.

Very respectfully your friends,
C. Mitchell & Co.

Christmas Exercises at Polpis.

Pupils of the Polpis school, with their teacher, Miss Eldora Fisher, arranged and carried out an exceedingly interesting program, on Wednesday. Friends from town and Polpis were present, including the six months-old twins of Mr. and Mrs. Heighton. Refreshments were served. The following program was rendered:

"Nearer My God to Thee,"	School
Reading—"The Birth of Christ,"	Carl Wyer
"A Dear Old Traveller,"	Harry Gordon
"Christmas is Here,"	Winifred Heighton
"A Christmas Carol,"	Catherine Gordon
"I Need Thee Every Hour,"	School
Reading—"Tiny Tim's Christmas Dinner,"	
	Allen Backus
"Christmas,"	Stuart Chadwick
"Christmas Cheer,"	Frank Heighton
Reading—"Piccola,"	Emily Gordon
Song—"Once in Royal David City,"	School
"Comes the Christ Child Gentle,"	Alcon Chadwick
"A Virgin Unspotted,"	Allen Backus
Reading—"A Christmas Tree,"	Catherine Gordon
"The Holly and the Ivy,"	Carl Wyer
"The Seven Joys of Mary,"	Emily Gordon
"Little Christmas Carolers,"	
Stuart Chadwick, Harry Gordon, Alcon Chadwick	
"Jesus Bids Us Shine,"	School

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in East Boston, 20th inst., George P. Choate and Miss Clara A. Patterson.

Married, in Milford, 7th inst., Ebenezer J. Waldron and Miss Caroline A. Clark, of Nantucket.

Married, in this town, 21st inst., by George Cobb, Esq., Capt. Henry C. Chadwick and Miss Lydia C. Coleman, both of this town.

FORTY YEARS AGO.

The first snow storm of the season on Friday.

C. H. Starbuck was advertising a large and splendid assortment of ladies' serge boots.

Married, in Siasconset, 19th inst., by the Rev. S. D. Hosmer, Stephen S. Gibbs, Jr., and Miss Lottie Pitman.

THIRTY-FIVE YEARS AGO.

Parties were celing on Hummock Pond, Wednesday.

On December 16, 1835, the mercury here fell to 7 degrees below zero.

The members of St. Paul's Episcopal church are preparing for a holiday festival.

W. H. Parker has been sounding Gibbs' Pond recently and has found the greatest depth to be twenty-one and one-half feet.

Three hundred and sixty persons visited the shop of B. R. Burdett, on Saturday, to examine Mr. Chase's toy models for the World's Fair.

THIRTY YEARS AGO.

Mrs. L. D. Bettridge is advertising a line of boys' sleds.

Married, in Orange, N. J., 10th inst., S. H. Mann and Mrs. Charlotte A. Joy.

It is reported that Asa W. N. Small is contemplating starting a new business at the Haulover.

Massachusetts owns over 51 per cent, of the entire tonnage in the United States engaged in fisheries.

Capt. Allen H. Gifford recently attached a water motor to a sewing machine, in town, which gave the best of satisfaction.

TWENTY-FIVE YEARS AGO.

Thomas H. Soule, Jr., has relinquished his hotel business in Falmouth.

The southeaster of Sunday night seriously damaged the hull of schooner, Austin Locke, ashore near the head of Miacomet pond, rendering hopeless the chance of floating her.

A daily mail route has been established between Great Point and Nantucket, which passes through Coskata, Wauwinet, Polpis and Quaise, the station men taking up letters on their way to town.

TWENTY YEARS AGO.

I. M. Atwood appeared Tuesday with a handsome new order wagon.

Wednesday's high wind kept the Island Home at her dock.

W. H. Wyer, 2d, is erecting an ice house at Hummock pond for Holmes, McCleave & Co.

Two dwelling houses are going up on Orange street—one for D. W. Lewis and one for F. S. Coleman.

A handsome tree was put up Thursday at the home of C. L. Marks, for the benefit of the infant daughter of the house.

Henry W. Howland, cook of schooner W. O. Nettleton, lying at Straight wharf, fell from the rigging, Saturday, and broke his ankle in two places. Drs. C. D. Marsh and B. F. Pitman rendered surgical aid.

FIFTEEN YEARS AGO.

The maximum temperature on Thursday was 54.3 degrees.

Quantities of scallops were washed ashore at Madaket during last week's heavy northeaster.

Official returns from the Bureau of Statistics and Labor show the population of this town to be 3,016, and the number of legal voters 886.

The biggest haul ever made of seiners and lobster-trap men in Nantucket was made by State Police Officer W. H. Proctor, last Wednesday. The men were twelve in number.

TEN YEARS AGO.

The steamer did not leave her pier on Monday.

Steamer Petrel brought in 1,200 cod and haddock on Thursday.

The street recently laid out in 'Sconset by the county commissioners was opened up on Thursday.

Dr. Sharp is to give a stereopticon lecture on "Alaska and the Behring Sea," under the auspices of the Unity Club, on the 27th.

Albert B. Pitman and Mr. Goelet had a picnic with wild fowl a few days ago, bagging 30 black ducks and a half dozen of other varieties.

FIVE YEARS AGO

The churches of the town will hold union services of prayer next week.

Steam trawler Spray sailed from Boston last Saturday on her maiden trip.

Charles Carroll Crosby passed away on Saturday last, at his home on Summer street.

About the only thing saved from the wreck of lightship No. 58 was the ship's colors.

The Red Men held an enjoyable social Wednesday evening, which was attended by over 200 persons.

Steamer Petrel has been landing large fares of cod and haddock this week, averaging between 700 and 800 per day.

DECEMBER 31 1910

Officers Elected.

At the annual meeting of the Nantucket County Teachers' Association, the following officers were elected and committees appointed:

President—J. Arthur Burton.

1st Vice-President—Miss Mary L. Lincoln.

2nd Vice-President—Rev. Frederic W. Manning.

3rd Vice-President—Dr. Benjamin Sharp.

Recording Secretary—Mrs. Josephine S. Brooks.

Corresponding Secretary—Miss Annie C. Ayers.

Treasurer—Miss Anna G. Swain.

Advisory Board—Dr. J. S. Grouard, chairman, Mrs. J. Arthur Burton, Mrs. Charlotte M. Coffin, Miss Ellen Cox, Miss Helen A. Gardner, Arthur H. Gardner, Miss Carrie J. Long, John C. Ring, Mrs. John Sickles, Miss Nancy R. Wood.

Program Committee—J. Arthur Burton, chairman, Miss Annie Bodfish, Miss Lydia M. Folger, Miss Helen A. Gardner, Miss Mary L. Lincoln, Miss Anna G. Swain.

Press Committee—Dr. Anne M. Blossom, chairman, Miss Gertrude M. King, Miss Annie Ring.

Committee for the Reception—Mrs. William F. Codd, chairman, Miss May H. Congdon, Mrs. Ethel Austin, Mrs. Annie Grimes, Mrs. Phebe Small, Mrs. Maria T. Swain.

Committee on Refreshments—Mrs. Alfred Smith, chairman, Mrs. Maude Lewis, Mrs. Isabel Riddell.

Nominating Committee—Miss Annie C. Ayers, chairman, Miss Margaret Ayers, Miss Eda Coleman, Miss Marianna Hussey.

Committee for Collecting Dues—Miss Anna G. Swain, chairman, Miss Clara Allen, Miss Harriet Williams.

Water Front

Schooner Warren B. Potter arrived in port Thursday morning with coal for J. Killen & Son.

Schooner Julia A. Berkele has discharged coal at Swain's wharf this week for the Cash Coal Company.

The schooner Charles E. Wyman has gone into winter quarters on the north side of Straight wharf, beside the Hattie Barbour.

Eight schooners were in port Thursday—four three-masters and four two-masters. Looks like old times to see so many masts showing up about the wharves.

It is some years since the Straight wharf has presented such a net-work of masts and rigging as at present. Three large three-masted vessels are docked there this week—schooners Hattie H. Barbour, Charles E. Wyman and Warren B. Potter.

Steamer Nantucket was at her dock in Nantucket at 1.45 o'clock Tuesday afternoon, having had only a small amount of freight to take aboard at Woods Hole, owing to the previous day being a holiday. The passage across the sound was one of the smoothest for months, the surface of the water being like glass.

The crew of the British steamer Heros, which has arrived at Boston, reports sighting the wreck of Walter Wellman's airship, 200 miles off the east coast of the Bahama islands shortly before sundown on Dec. 9. The "America" was at first believed to be a whale, but nearer approach showed it to be a gas bag, about 200 feet long. Darkness prevented closer examination.

Capt. Thomas of the steam trawler Spray, which arrived at Boston on Monday, reported passing a piece of wreckage, apparently the side of a vessel's house, on last Saturday, on the northeasterly edge of Georges. It is believed to have come from one of the vessels which met disaster in the blizzard of Dec. 16. The Spray brought in 45,000 pounds of mixed fish. The trawler Foam also arrived. She brought in about 100,000 pounds of fish.

The wreck of the schooner Belle Halladay, which sank off Pollock rip lightship two weeks ago, after collision with the schooner Gen. E. S. Greeley, has been blown up by the Seneca. The obstruction spar buoy has been placed within a few feet of the wreck, which now has a least depth of three and a half fathoms of water over the remaining portion of the hull and stone cargo. The red gas buoy will be shifted closer to the wreck or discontinued altogether. The spar buoy stands in six fathoms of water.

Capt. Parker J. Hall set sail from Nantucket on Friday week in his little schooner Mizpah, the Angler having been placed in winter quarters, and it being the lone skipper's intention of going over to Duxbury to pass the next three months. When the Mizpah got off Chatham, Captain Hall did not like the appearance of the weather, so put back to Hyannis, finally deciding to give up the attempt to round the Cape in the little craft at this season of the year. He returned to Nantucket on Monday, when he hauled the Mizpah up alongside the Angler.

Scallops have been found quite plentiful near the western jetty, and on Tuesday a large fleet of cat and power boats were dredging there, the weather conditions being very favorable for the work. At the same time fully as many boats were at work on the quahog beds in the upper harbor, and the entire harbor seemed to be more lively than for several weeks. Many of the fishermen have found scallops so scarce that they cannot make day wages, and have resorted to digging clams for a livelihood.

Representative Sharp Not Pledged.

Editor of The Inquirer and Mirror:

I note in your issue of last week (December 24th) a letter from Congressman W. S. Greene, in which the following passage occurs: "I believe he (Dr. Benjamin Sharp) was not classed as a supporter of Senator Lodge for re-election, shortly after election day, but I have been informed that he is now favorable to his re-election. I hope this information is correct."

I wish to state that the information is not correct. I have been approached by many—personally and by letter. I have always answered that I am not committed nor do I intend to commit myself until the day when my vote is to be cast. My original statement was that I favored Hon. Joseph Walker as a successor to Senator Lodge. I understand that Mr. Walker is not in the contest, which leaves me free to vote for any one whom I think will best serve the interests of the Commonwealth.

Benjamin Sharp.

Nantucket, December 28, 1910.

Nantucket's Harbor Lights.

(From the Boston Globe, 26th.)

If Santa Claus had visited the Brant point lightkeeper's residence on Nantucket, this year, and put into the stocking of Keeper Everett Joy a slip from Uncle Sam saying it was all right to hire a call man to help in the duties of the station, together with enough money to pay the man, the gift would have been easily the most popular of the day on Nantucket.

In the estimation of the community—and the community keeps close tabs on such an important public matter as the care of the harbor lights—Keeper Joy has too much responsibility on his shoulders this year to enjoy with proper peace of mind the holiday season.

The trouble lies with Uncle Samuel, the islanders firmly believe. The old gentleman has been getting pretty thrifty lately in the matter of expenses in the lighthouse department, and has been handing extra jobs to the regular light keepers in a way that would have done credit to Old Scrooge himself.

Like loyal citizens of the republic, the people of Nantucket are not blaming their uncle severely for that; but they believe he does not understand what he has done to Everett Joy, and that if he did understand he would make amends by giving Keeper Joy as a Christmas present what his soul most craves, namely, a man to help him in times of need, tend five separate and distinct lights.

It is only since Dec. 1 that Mr. Joy has been tending five lights. Before that he had only three, which is about three times as many as most lightkeepers tend.

These three are the main harbor light on the end of Brant rock and the two range lights that stand on skeleton towers not far from the keeper's house. All three are important lights. The point light marks the sharp turn in the channel into the inner harbor. The range lights show the way between the long stone jetties that protect the outer channel from the bar to the shore.

To tend these three lights, keep the lamps filled and the flame ever bright was a good job for one man. The responsibility perhaps was greater than the manual labor, though that was not light, and every midnight Keeper Joy has to go down to the end of the point and change the lamp on the point light.

When Uncle Sam got his economical streak he assigned to Keeper Joy in addition to these three lights the two that mark the outer ends of the jetties.

Thus with five lights to tend through an unusually cold and blowy December, Keeper Joy, though naturally a cheerful and efficient body, has been worried and his case has become a subject for public discussion.

The ends of the jetties are about a mile from Brant point. At their outer end the jetties are parallel—great dikes of heavy granite, just above the surface at high tide. In the channel between them the tide is always strong, and there is usually a short sea in the channel, and a heavier one breaking on the outer face of the jetties.

The end of each jetty is somewhat higher than the rest, and is roughly circular in shape. In the centre of the stone heap forming the end is an iron structure to hold a heavy oil-burning lantern.

The lantern is supplied with oil from a reservoir that holds a five-days' supply, so that in emergency they need be filled only once in five days. They burn day and night. But the keeper's duty is to watch the lights, as well as to fill and trim the lamps and see that they do not go out, through accident to the lamp or other cause.

Tending the jetty lights is a job that in itself is not popular, because of the danger and discomfort of landing on the jetties. It is a ticklish job in fair weather and dangerous in foul. There is no landing place, and only some small steps lead to the lantern. In rough weather a man is in danger of being washed off the rocks.

For this reason the government has had difficulty in keeping a man on the job many months at a time. About three years ago Charles Stackpole, who had charge of the lights at that time, had to make a landing on one of the jetties in such rough weather that his boat was smashed and he was marooned on the mound of rocks at the tip of the eastern jetty about six hours before his plight was discovered.

Nantucket people say that if such a thing happened to Keeper Joy, and he was absent from Brant point at a

time when his other lights were due to be lighted—that is, at sunset—Nantucket harbor might be lightless, with consequent danger to shipping and the lives of sailors trying to make the port.

It is for the reasons stated that the case of Keeper Joy has become a public question on Nantucket. The townspeople believe that when the situation is thoroughly understood by the light-house department, some change will be made.

Keeper Joy, he has told some of his friends, does not want a regular assistant. He thinks it needless expense. What he does want is a call man to help in taking care of the jetty lights.

As the keeper is one of the most popular men in the service on this part of the coast, his fellow citizens of Nantucket have faith to believe that his case will receive prompt official attention when the facts are laid before the proper authorities.

As for talking about it for publication, Keeper Joy does not entertain the proposition for a moment.

"I'm too busy looking out for these five lights to talk," he said. "Besides," he added with a quiet smile, "It's against the regulations to give information to newspapers."

Then the keeper went on rubbing lamp chimneys. From the appearance of the station, he must spend most of his time polishing things. What he doesn't find to polish, his housekeeper, Mrs. Flagg, polishes in her own department. Her fame as a polisher and housekeeper and cook is second only to that of the keeper as a light-keeper of multiple duties and unconquerable good humor.

The Cuskata Life-Saving Crew.

(From the Boston Transcript.)

In rescuing the crew of the schooner Garland wrecked on the inside of Great Point, Nantucket, the Cuskata life-saving crew has again shown of what material the life-saving service is composed.

There are some of us who know that long stretch of wind-swept sand where the unfortunate vessel met her fate. It is a bleak, almost barren reach of many miles, with little of interest to look upon save the light-house tower at the end of the point and the everlasting sea that comes tumbling in lazily but unceasingly over the shoals—rips, the Nantucket people call them—on both sides of the point. Some of us, too, have braved the perils of those shoals in summer storms, and they are no mean perils even then. We like to recall these adventures, for so we have come pleasantly to remember them in after security, and to talk over the "close calls" we have had, sometimes with something of a thrill, but seldom with any real concern over what might have been the result of any one of them.

The writer recalls one case where a pleasure party, caught in a hard blow on the outer side of the point, were unable to make any headway with their small boat and were obliged to come to anchor close on to a lee shore. They fortunately had two anchors; but, with the wind steadily increasing until

it reached the proportions of a gale, it was a question whether their ground tackle would hold. Had it failed, they would have been driven ashore with little chance of getting through the surf alive. But during the long night of doubt and anxiety they were cheered and comforted by the glimmer of a life-saver's lantern on the beach. Their peril had been seen from the station and the patrol had been sent out to keep watch over them. Had their boat shown that she was dragging her anchors, the signal would have been flashed to the station, the life-boat would have been hauled to the shore and launched, and a rescue, easy on that summer night, would have been accomplished. As it turned out, the anchors held securely and the next morning, with wind and sea gone down, the weary pleasure seekers reached port in safety.

But what must it have been like on the night of Dec. 15, the wind blowing a gale, the air filled with snow and the icy breakers beating fiercely on that strip of sand where the Garland struck? The life-saver patrolling the beach—not with head down and eyes covered in an effort to find shelter from the wintry blast, but with head erect and with sight and hearing alert for danger—discovered the dim outline of the distressed vessel a scant one hundred yards from the shore. What a trifling distance it seems! A good swimmer could cover it in less than ten seconds; an average swimmer would do it in a summer sea for a morning's pastime. But for the half-frozen and exhausted crew of the Garland it might as well have been a mile. The patrolman on the beach was quick to realize the gravity of the situation. His flaring torch flashed the signal to the station, and the life-saving crew were promptly on the scene with their boat. As soon as daylight made it possible to estimate the height of the breakers, the boat was thrust through the surf and, after an hour's hard struggle, the crew were taken off and brought safely ashore, the mate badly injured.

It was only a few years ago that this same Cuskata life-saving crew rescued the crew of the ship "H. P. Kirkham" from a plight worse than that of the Garland. The Kirkham went aground on the outer side of Great Point, a long way off shore, and the rescue of the crew was achieved only through hardships and difficulties which it seems hard to believe human effort could have overcome. Through a raging winter storm the life-saving crew hauled their boat two miles over clogging sand, and launched her through the surf after many failures, only to find that it was impossible to get near enough to the wrecked vessel to be of any service for several hours. They finally succeeded in getting under her lee and taking off the crew. Then came their severest trial. Unable to make a landing through the raging surf, they lay to for something like twenty hours, keeping the boat's head up to the sea with their oars, and beating each other to keep from falling asleep and so freezing to death. The next day they landed safely; but one of the Kirkham's sailors had perished during the night, and one of the life-savers, a young man, died shortly afterwards from the effects of

the exposure, leaving a widowed mother whose only support he was.

Our life-saving crews everywhere perform these deeds without blare of trumpets, unseen, frequently unheard of, and, when brought to public notice, given but a passing thought. A short newspaper paragraph, possibly a government or a humane society medal, is too often the only recognition of their heroism. But the men don't care. They do their duty for as many years as their strength lasts, with little popular acclamation and an equally small amount of material reward. Then what? It would be pleasant to answer by saying that they retire to a comfortable old age supported by a pension from a grateful government. But, to our shame be it said, no such reply is possible. There is no pension for retired life-savers. When too old or otherwise incapacitated for further duty in the life-saving service,

they are retired without pay, and are compelled to support themselves with such work as may be found by men whose strength and vigor have departed. Their only consolation lies in the remembrance of gallant deeds nobly done, of duty performed as long as their strength held out. There is the glory; what is there for the government that neglects them in their time of need?

M. Lewis Crosby.

Chestnut Hill, Dec. 19.

"The H. P. Kirkham was wrecked on Rose and Crown shoal, January 20, 1892. The members of the Cuskata life-saving crew who performed the heroic rescue above referred to were: Keeper Walter N. Chase, Jesse H. Eldredge, Roland H. Perkins, John Nymen, Josiah B. Gould, Charles B. Cathcart and George J. Flood. At a meeting gathering held in the Unitarian church on the 25th of January, 1893, Lieutenant Dennett, in behalf of the United States government, presented medals to the life-savers as testimonials of their gallant conduct in the performance of their duty. Surman Perkins died before the government took action in the matter, and his medal was forwarded to his widowed mother. The other members of the crew are still living.—Ed.

Jan. 7, 1911

Reminiscences

FORTY YEARS AGO.

Married, in New Bedford, 22d ult., Capt. Elisha Gibbs and Mary A. Dowden.

Married, in New Bedford, 28th ult., James W. Macy and Miss Mary P. Hammond.

Married, in Brooklyn, December 26, John B. Chase, formerly of Nantucket, and Miss Cornelia Stearns.

Married, in this town, 1st inst., by the Rev. C. O'Connor, John Killeen to Mary Ann O'Neil, both of this town.

No mails for six days, steamer Isidore and Home in attendance upon ship Sarah N. Smith, aground on Tucker-nuck shoal.

L. L. Dame, formerly principal of our High school, delivered a lecture on "Shells" before the Peabody High school, on the 24th ult.

THIRTY-FIVE YEARS AGO.

Charles H. Robinson is getting out a lot of gingerbread work for a cottage at Sconset.

William H. Chase, Jr., sailed on the steamer China, for Liverpool, on the 29th ult.

Married, in this town, 28th ult., by the Rev. C. N. Hinckley, Reuben A. Fuller and Miss Alida Long, both of Nantucket.

A blackfish, twelve feet in length, was driven ashore on the northwest side of Tuckernuck, Sunday morning, and killed by James G. Smith.

Schooner Sandalphon, Boston for Savannah, with 800 barrels of potatoes, got aground on Tuckernuck, Thursday, but floated without assistance.

THIRTY YEARS AGO.

The state legislature meets next week.

A few impatient ones drew out their sleighs on Thursday.

The severe gale of Monday prevented the Island Home from making her regular trip.

John B. Chace Engine Co. No 4. gave a masquerade party, Tuesday evening, which was largely attended.

Married, in Boston, 22d ult., by the Rev. James Freeman Clarke, Alexander H. Seaverns, of Boston, and Miss Alice May Whitford, formerly of Nantucket.

TWENTY-FIVE YEARS AGO.

An extra force of police was on duty during the storm.

The storm detained the steamer from Friday week until Monday.

Francis B. Smith, keeper of Brant point light, recently found a black pearl in a quahaug he opened.

A terrific storm prevailed Friday and Saturday, which demolished buildings and flooded the wharves and the lower streets near the shore.

Married, in this town, 2d inst., by the Rev. A. M. Osgood, assisted by the Rev. L. S. Baker, Dr. Nicholas E. Soule and Miss Lucy R. Weaver.

TWENTY YEARS AGO.

There is considerable ice in the harbor.

Ice for dairy purposes was cut at Island View Farm, Thursday.

The scallop business does not promise such results this year as last.

Married, in New Bedford, 24th ult., Arthur A. Dexter and Miss Grace Gardner.

Married, in Rochester, N. Y., 11th ult., at the Church of the Epiphany, by the Rev. Amos Skeele, Dr. Arthur Elwell Jenks, of Nantucket, Mass., and Anna C. Starbuck, of Rochester, N. Y.

Tug P. A. Scott, Jr., arrived here Thursday, having in tow a schooner with about 125 wooden telegraph poles, which are to be put down in place of iron ones now standing on the government line.

FIFTEEN YEARS AGO.

Special town meeting, Saturday evening, 4th inst.

The Weweederers gave a splendidly planned entertainment and reception, New Year's night.

The annual meeting of the stockholders of the Nantucket Atheneum was held on Wednesday evening.

A. K. P. Bucknam has been appointed local agent of the Society for the Prevention of Cruelty to animals.

Schooner Carlotta, from St. John's for New York, loaded with lumber, parted her anchor near Horseshoe shoals, Monday night, and drove down into the slue on Tuckernuck shoal. Unsuccessful attempts were made to board her by the Tuckernuck life-saving crew.

TEN YEARS AGO.

Special town meeting on Saturday.

At a men's meeting, last Sunday afternoon, five signed the pledge.

The hotel being built at 'Sconset for G. Herbert Brinton has been raised to the third floor.

Mr. and Mrs. Benjamin B. Gardner celebrated the fiftieth anniversary of their wedding on Monday last.

William G. Remsen, quarter-master of U. S. S. Azalea, has successfully passed the civil service examination for the positions of mate and pilot.

FIVE YEARS AGO.

Steamer Nantucket made a record trip on Monday.

The Unity Club literary on Wednesday evening was on "Benjamin Franklin."

Schooner Allen Gurney was in port Tuesday, with coal for the Cash Coal Company.

The annual meeting of the proprietors of the Atheneum was held on Wednesday evening.

Nantucket has been cut off from telegraphic communication with the mainland this week, owing to a break in the cable running across Vineyard Sound to Woods Hole.

Water Front

Schooner Julia A. Berkele, at anchor in the harbor, dragged ashore at the mouth of the creeks, during the northwesterly gale of Friday week. Saturday afternoon the vessel floated, only to go ashore again a short distance south of Commercial wharf, where she remained fast until Tuesday afternoon. The Berkele was light and was uninjured by the experience.

Schooner Rodney Parker, which sprung aleak on Nantucket shoals the day before Christmas and put into Vineyard Haven in a sinking condition, has been kept afloat only by the constant operation of the pumps. Temporary repairs were made Monday by a diver and the vessel will proceed to New York under sail, where she will be hauled out for complete repairs.

A fog signal station on the southwest end of Naushon island in Vineyard sound, with a powerful trumpet, the blasts of which will penetrate the thick fogs that hang over the waters of the graveyard, as the region along the coasts of the islands is known to all sailormen, is one of the important recommendations made to the light-house department by Commander Buchanan, inspector of this district.

The U. S. lighthouse tender Azalea will go to New York soon, where the sum of \$31,000, will be expended on her to make her a first class conditioned boat. She will have a new steam steering wheel, new steel houses on her upper deck to replace the wooden houses, and her sides from her hull to the houses on the upper deck will be enclosed and she will be fitted with a new windlass forward, and new towing bits aft.

The fishermen of Maine caught 19,936,542 lobsters during the year 1910, for which they were paid \$2,145,204. The catch is 3,000,000 more than the

previous year and nearly twice as many as in 1905, when the catch was 11,000,000. The steady increase in the lobster catch in the past five years is attributed by the commissioner, to the present method of propagating employed by the state and the better enforcement of the short lobster law.

It is stated that there is more tonnage actually represented in Nantucket harbor at present than at any time since the early sixties of the last century. Exclusive of the several hundred boats employed in the island's fishing industries, in the harbor this week were the following coasting vessels—four of them large three-masters: Warren B. Potter—368 tons register; Thomas B. Garland—348 tons; Hattie H. Barbour—301 tons; Oaks Ames—254 tons; Charles E. Wyman—234 tons; Julia A. Berkele—168 tons; Angler—93 tons; William P. Boggs—35 tons. To these might be added the little schooners Mizpah of 12 tons, and the Vigilant of 11 tons.

A NEW YEAR'S GIFT.

TO ONE WHO WILL UNDERSTAND.

A pink bloom opened with the glad New Year,
A cherished friend gave it to me;
Like mimic joy-bells' chime, sweetly and clear,
It voiced its floral minstrelsy.

No gift more precious than a friend's pure thought
Of one who loves earth's myriad flowers;
Such offering in remembrance, e'er is fraught
With blessing for one's lonely hours.

To the fair donor I indite each line,
And copy from an old cathedral tower
This golden text: "Mark but the hours that shine!"
So shall life yield for thee its fruit and flower.

ARTHUR ELWELL JENKS.

Reminiscences

FORTY YEARS AGO.

The rainfall for the year 1870 has been greater than any year since 1863—48.54 inches.

Married, in this town, 27th ult., Frederick H. Wellington and Miss Charlotte A. Easton.

Married, in this town, 12th inst., by the Rev. W. H. Starr, Frederick C. Gifford and Miss Lizzie A. Perkins.

The Rev. Phebe A. Hanaford delivered the address at the Emancipation Jubilee in New Haven, on the 3d inst.

On Friday morning, the house of Martin Terry, in the south part of the town, took fire and was entirely consumed. The family saved nothing.

THIRTY-FIVE YEARS AGO.

Sloop Tawtemeo arrived from New Bedford, Wednesday afternoon.

Married, in New Bedford, 27th ult., Charles Cota and Maria Ruberg.

The subject of a telegraph here is becoming a general topic of conversation.

Immense quantities of kelp came ashore at the south end of the island, Sunday.

Married, in this town, 1st inst., by the Rev. C. N. Hinckley, Moses P. Ellis and Mrs. Sarah Coleman.

THIRTY YEARS AGO.

Schooner Fannie Hanmer has hauled up here for the winter.

The Burgess Brothers have housed about one hundred tons of ice.

Married, in Boston, 27th ult., Charles D. Coffin and Miss Annie Carl.

Married, in this town, 2d inst., by the Rev. Daniel Round, George E. Mooers and Miss Anna M. Ray.

Sloop Tawtemeo was caught in the ice, off Brant point, Monday, and remained there during the day, the steamer towing her in after her arrival here at night.

The morning watch at Surfside, due at sunrise, did not reach the station until 8 o'clock, Wednesday morning, the snow making locomotion exceedingly difficult.

TWENTY-FIVE YEARS AGO.

Friday morning was the coolest of the season, the mercury dropping to 14 degrees above.

The annual New Year supper of the Unitarian parish was held in the church vestry on Friday evening week.

David Folger will be a candidate for the offices of town clerk and tax collector at the annual meeting next month.

M. F. Freeborn has been appointed a member of the school board, to fill the vacancy caused by the recent resignation of one of the lady members of the board.

TWENTY YEARS AGO.

Plenty of sleighing this week.

John S. Appleton, Jr., is having a henery erected on his lot near Mincomet pond.

Steamer Island Home was at her dock from Saturday to Tuesday, because of the weather.

A vicious dog jumped at Charles Killeen in the store of Patrick Keane, last week, biting him on the arm.

P. A. Underwood left here for Boston last Tuesday, having severed his connection with the Electric Light Company as superintendent. John R. Bacon takes the position thus left vacant.

FIFTEEN YEARS AGO.

The old Coffin school building has gone up in smoke.

Miss M. L. Ayers has purchased of the heirs of Augustus Morse the property she now occupies on Pearl street.

Charles F. Swain, a native of Nantucket, who said he was the oldest sea captain, the oldest Quaker, and the oldest temperance sailor, died on Friday at his home in New Bedford, at the advanced age of 90 years.

A fire in the stable of Herbert C. Smith, head of Steamboat wharf, did great damage, Thursday, the building being ruined, and most of the grain, harnesses and carriages were consumed. One horse could not be extricated, and perished.

TEN YEARS AGO.

Large fares of cod have been taken off Surfside this week.

Married, in Roxbury, 8d inst., Walter N. Fuller and Jessie Bryson Clarke.

The ice in Wannacomet pond a few days ago attained a thickness of three inches.

Representative Arthur H. Gardner has been chosen clerk of the House Committee on Drainage.

Capt. W. T. Swain is erecting a building at the head of his wharf which he will rent for fishing purposes.

FIVE YEARS AGO.

Married, in Providence, January 1, Ollindo Simonetti and Maud C. Barrett.

Married, in Detroit, 31st ult., George N. Barrett and Miss Margaret R. Henderson.

James A. Holmes has been appointed local agent of the Boston Board of Marine Underwriters.

Members of Unity Club are preparing a three-act comedy, "Anita's Trial," to be presented on the 17th.

The body of Martin L. Paschal, lost overboard from tug Hamilton A. Mathes, on November 30 last, was found by patrolman Charles I. Williams, of the Coskata life-saving crew, on Thursday.

The Loss of Ship "Essex."

Although the story of the loss of ship "Essex" may have been often told before, it is one of those tales which always bear repetition—one which, in particular, is of interest to the people of Nantucket. Years ago the story was a familiar one in every family, but the present generation may be interested in reading of the incidents which followed the departure of the "Essex" from Nantucket ninety one years ago, and of the hardships which the survivors of the crew endured before reaching civilization again—even being obliged to resort to the horrors of cannibalism in order to sustain life. Some months ago one of our readers suggested that we print the details of the "Essex" story this winter, "when news is scarce," voicing the opinion that it would prove interesting reading to a large number of our subscribers.

It was on the 12th of August, 1819, that the staunch ship "Essex" sailed away from Nantucket, under command of Capt. George Pollard, Jr., with a total crew of twenty—brave and hardy Nantucketers. The ship had a good passage "round the Horn," touched at the Galapagos Islands and one or two places on the Chilian coast, and on the 20th of November, 1820, was in latitude 40 minutes south and longitude 119 degrees west. The weather was fine and everybody was on the look-out for whales—not one having been captured since leaving Nantucket—and just before 8 o'clock in the morning a school of big fellows hove in sight far to the westward. Every boat was lowered in pursuit. The first mate, Owen Chase,

was the first to fasten to a whale, which in its struggles, stove the boat. By stuffing their jackets into the hole Chase and his men succeeded in making their way back to the ship, which was hove to not far away. The captain and second mate continued in pursuit and struck another whale, and as they were to the leeward, Mate Chase took the helm of the ship and bore down to them, and then set to work making repairs on his boat. While so occupied, one of his men noticed a large whale lying quietly off the ship's bow and called the mate's attention to it. It was this whale which wrecked the "Essex" and brought the voyage to an abrupt ending. Here are Owen Chase's own words, as he described the incident several years after his return home:

"The whale spouted two or three times and then disappeared. In a few seconds he came up again about a length of the ship off and made directly for us at the rate of about three knots. The ship was going at about the same rate. His appearance and attitude did not cause us any alarm, but as I stood on the deck watching him, he suddenly headed for us with great celerity. I ordered the boy at the helm to put it hard up, intending to sheer off and avoid the whale, but the words were scarcely out of my mouth before he came at full speed and struck the ship with his head, just forward of the fore chains. He gave us such an appalling jar as to throw all hands off our feet, and the ship brought up as if she had struck a rock, trembling like a leaf. We looked at each other with amazement, deprived of speech, and many minutes elapsed before we realized the dreadful accident which had befallen us. During this time the whale had passed under the ship, grazing the keel, and came up to leeward, where it lay for the space of a minute, apparently stunned. He then started off to leeward.

After recovering in a measure from the consternation that had seized us, I concluded that the whale had stove a hole in the ship and I must set the pumps to work. The men had not been long at it when I saw that the ship was settling by the head, so I ordered the recall signal for the boats. I had scarcely done this when I saw the whale, apparently in convulsions, about a hundred rods to leeward. He was continually thrashing around and smiting his jaws together, as if in anger. Remaining thus for a short time, he then started off to windward across our bows. By this time the ship had settled down, and I gave her up as lost, but kept the pumps going.

I turned my attention to clearing away the boats and getting ready to embark in them, and while thus employed I was aroused by the cry that the whale was coming for us again. He was about a hundred rods ahead, coming for us full speed, and this time he struck the ship under the cat-head, and completely stove in the bow, so that the ship commenced to fill at once. The whale passed under the ship to leeward and was seen no more."

This occurred in mid-ocean, more than a thousand miles from the nearest land. Mate Chase cut the spare boat adrift and prepared to launch her. The steward had been sent into the cabin, and he was able to save two quadrants, two navigators and two trunks belonging to the captain and mate, and two compasses were snatched from the binnacle. The crew were able to save no more articles, because the ship was filling so rapidly, and Mate Chase and his men hurriedly launched their boat and pulled away from the ship just before she fell over on her beam end.

The boats of the captain and second mate had now come upon the scene, and the ship's masts were cut away, whereupon she partially righted. A hole was cut through the deck just above where some casks of bread were stowed, and from them about six hundred pounds of dry bread was obtained. Water was secured by scuttling other parts of the deck, so that each boat took aboard about sixty-five gallons. The men also procured some powder, a musket, a few files, rasps, nails, etc., and some turtle that had been taken from the Galapagos Islands.

The weather became rugged, the wind blowing freshly, with the three boats moored to the wreck of the ship. The following day (November 21) the crew again visited the ship, and materials for rigging the boats were secured, and also some cedar

boards to fit for wash-boards for the deeply laden boats. On the 22d consultation was held as to the best course to pursue, it being decided to endeavor to steer clear of the trade winds and head for the coast of America. The boats left the scene of disaster at noon on the 22d and set sail to the south-southeast. This was in latitude 13 minutes north, longitude 120 degrees west. It was agreed that the three boats should keep company together as long as possible, the allowance of food being one biscuit and a half a pint of water a day for each man.

In Owen Chase's chest many useful things were found, among them being writing paper, pencils, fish-hooks, a knife and a whetstone. The captain's chest contained a pistol and some ammunition.

Three days passed without incident and the men continued to keep the boats together. On the 25th, Chase's boat sprung a leak, but after lightening her with the help of the other boats the leak was stopped in a degree, so that one man bailing constantly could keep her free. The weather was rough, the deeply laden boats shipped water, and some of the bread was spoiled. During the night of the 27th the captain's boat was struck by some unknown fish and seriously damaged. By lightening her it was possible to reach the injured part and the leak was partially stopped, but in consequence of eating some of the water-soaked bread, the men were overcome with thirst, and from that time their extreme sufferings commenced.

They longed for fresh meat, and schools of dolphins playing near-by tantalized them, but all efforts to catch one failed. Three days later

they killed a Galapagos turtle and had a feast. Their supply of bread that had been wet lasted until the third of December, and during the next night the boat of the second mate was lost sight of, but the little fleet was a few hours later reunited, and these spells of separation were thereafter quite frequent. Flying fish, which struck against the boats' sails at intervals, were pounced upon by the men as they dropped into the boat and were quickly devoured, bones, scales and all.

Miles and miles were covered by the boats during the month they were tossed about by the elements, before land hove in sight, and the feelings of the ship-wrecked men can well be imagined when they set foot on dry land December 20th, after such an experience. But the days and weeks which followed were by far the worst that human beings have been called upon to endure. Owen Chase, as soon as he landed, took an observation and found they were in latitude 24 degrees 40 minutes south, longitude 120 degrees 40 minutes west, and from these observations he concluded they were on land called Ducie's Island.

After several days' search for water, a spring was found which could only be made available at low water. Some fish and a few birds were caught, and a few birds' eggs were found amid the clefts of the rocks, but every thing eatable was speedily devoured uncooked. The boats were hauled up on the beach and made as seaworthy as possible with the limited supply of tools which the men had. The island was found to be entirely barren of vegetable growth, except for a small quantity of "pepper-grass." Realizing that they could not keep alive on such a barren spot, which was far from the haunts of ships, they decided to set sail again. At the last moment three of their number concluded they would remain on the island, rather than face an uncertainty, and on the 27th of December, the remainder of the crew took farewell of their comrades and set forth, with the island of Juan Fernandez as the fixed destination. There were three colored men in the crew.

On the 7th of January, Chase's journal recorded that they were in latitude 30 degrees 18 minutes south, longitude 117 degrees 29 minutes west. Three days later the first death occurred—that of Second Mate Joy. On the 12th a severe storm came up and the boats became separated, and were never again brought together. The allowance of bread in Chase's boat was the next day reduced to one and one-half ounces per day. One day the boat was attacked by a large shark, which followed their progress for miles, and his presence so preyed on the mind of one of the colored men that he became insane and died on the 20th, his body being committed to the sea.

Mr. Chase, in his journal, says: "Our sufferings were now drawing to a close. A terrible death awaited us and hunger became extreme. Our speech and reason became impaired. A man named Isaac Cole became mad and soon died. The next day we made preparations for his burial, but a con-

sultation was held and the terrible verdict rendered was that the body of our ship-mate must be served as food for his companions. We separated his limbs from the body, cut off all the flesh, took out the heart, sewed up the remains in canvas, and committed it to the deep. We then made a fire, cooked the flesh and partook of it, our extreme condition causing us to enjoy with a relish our first taste of fresh meat for days, even if it was the flesh of our dead comrade. The painful recollection of this experience in after years became, to my mind, the most revolting ideas that it is capable of conceiving."

"We knew not to whose lot it would fall next, either to die or be shot," wrote Chase. "Humanity can but shudder at my recital of these distressing events. The next morning after Cole died we found the flesh spoiling, and were obliged to cook it all, that not a morsel might be lost to us. For six or seven days thereafter we lived on it, not using of our remnant of bread. On the 15th of February, however, our supply of flesh was exhausted and we were down to our last morsel of bread, consisting of two cakes. Our limbs had become swelled and pained us excessively. We knew we were still over three hundred miles from land."

"On the 7th," continued Chase, "We saw indications of land, which we hoped might be Massafuero. The next morning a boy named Thomas Nicholson lay down to die. I endeavored to convince him that it was wicked to abandon reliance in Providence while the least hope remained, and had difficulty to prevail upon him to listen to my suggestions."

At 7 a. m. the next day there was a cry of "Sail ho!" and a vessel was

seen about seven miles off, which proved to be the brig Indian, Capt. William Crozier, of London. Owen Chase and his men were rescued in latitude 33 degrees 45 minutes south, longitude 81 degrees 3 minutes west, and on the 25th of February the men were landed at Valparaiso. The survivors were but three in number—Owen Chase, Benjamin Lawrence and the boy, Thomas Nicholson, all of Nantucket.

The captain's and the second mate's boats had even worse experiences after the boats became separated than did Owen Chase and his men. Captain Pollard, after the separation, continued to make his way towards Juan Fernandez, but the supply of food gave out and they were obliged to sustain life by eating the body of a colored man, named Charles Shorter, who had died. His flesh was shared with the men in the second mate's boat, who the following day resorted to the flesh of another colored man named Lawson Thomas, who died from exhaustion. The fate of the second mate's boat was never known, for the day of the second enforced cannibal feast, the two boats became separated for good.

The last of January another colored man died, named Stephen Shepherd, the negroes being unable to live upon short rations as well as could the

white men. Shepherd's body was also used as food, but a few days later, when the last bit of flesh had been devoured, the captain and the three men left with him realized that they must draw lots to see which should be the one to suffer death that his companions might live. The fate fell to Owen Coffin, who, with great fortitude and submission, accepted the verdict. Lots were drawn to see who should be his executioner, and the hard task fell on Charles Ramsdelle.

On February 11th. Barzilla Ray died, and on his body and that of Coffin, Captain Pollard and Ramsdelle, the only survivors of the boat's crew, subsisted until the morning of the 23d, when they were picked up by the Nantucket ship Dauphin, Capt. Zimri Coffin, in latitude 37 degrees south, off the island of St. Mary's. A touching incident of the dreadful tragedy enacted in Captain Pollard's boat was when the lot fell to Coffin to die. He was a cousin of Captain Pollard and the latter wished to take his place, but Coffin claimed the right to be sacrificed to save his companions. On the 17th of March Captain Pollard and Ramsdelle were landed at Valparaiso two weeks after Owen Chase and his men reached there. Five men, all Nantucketers, held one of the most touching reunions on record, and it was with tears in their eyes that Captain Pollard and Mate Chase joined hands and recited to each other the horrors they had been through, each having the thought of having been forced by circumstances into cannibalism to face throughout the remainder of his life.

An English ship being bound to Australia, the captain agreed to stop at Ducie's island, and, if the three men left there were still living, to take them off. This he did, taking them to Sydney and thence to London, making a total of eight men who lived to tell the tale of the loss of the ship Essex, with her crew of twenty who set sail from Nantucket on the 12th of August, 1819.

Upon his return to Nantucket, Captain Pollard took command of the ship Two Brothers, which, five months out, struck a reef somewhere to the westward of the Sandwich Islands and was lost. He never went to sea again, dying in 1860, at the age of eighty-one.

Owen Chase, on the other hand, was always fortunate. In 1832 a new ship, the Charles Carroll, was built for him on Brant point, Nantucket, and he filled her twice, each time with twenty-eight hundred barrels of sperm oil.

Nantucket had another staunch ship which was sunk by a whale—the Union, which sailed in 1807, under command of Capt. Edmund Gardner. When 12 days out the vessel was attacked by a large whale and had her bows smashed in, so that she soon after sank. The captain and crew reached the Azores, after being in the boats seven days and eight nights.

There have been several other occasions when whales have attacked ships at sea. In 1826, the United States sloop-of-war Peacock, while under sail, going seven or eight knots, ran against a whale basking on the

surface of the water. The whale turned on the ship and inflicted serious injuries, causing her to leak.

In 1856 ship Cuban, while on a passage from Demerara to Greenock, in latitude 43 degrees 89 minutes, longitude 26 degrees 50 minutes west, was struck by a whale "so powerful as to heel her over several streaks and stop her head-way." The whale appeared to be stunned by the blow, but after approaching the ship, as if for another attack, wheeled around in the opposite direction, and smashed her side in with his tail, then diving from sight.

Many a Nantucket ship had its boats smashed both by the jaws of the whale and by its tail, and many a man lost his life at such times, but never was there anything in the annals of the whale fishery which equalled the loss of the Essex.

Jan. 21, 1911-

Interesting Correspondence.

Those of our readers who endeavored to satisfactorily digest certain correspondence in these columns a few weeks ago, will, in view of later developments, be interested in reading the four letters which appear below. In his communication Congressman Greene stated that he had "been informed that he (Representative Sharp) is now favorable to his (Senator Lodge's) re-election." In the subsequent issue, Dr. Sharp denied the correctness of this "information" and stated that he had not pledged his support to Lodge. He later went still further and wrote to Congressman Greene, requesting the name of the person who had given him the "information," receiving a reply to the effect that Mr. Greene "had forgotten."

Shortly after Dr. Sharp came to Nantucket for the Christmas holidays, Judge Henry Riddell told him that he had written to Senator Lodge assuring the latter of Dr. Sharp's support in the election for United States Senator. This is the letter referred to in Dr. Sharp's answer to a letter written to him by Judge Riddell and received January 4th, 1911. Dr. Sharp here offers for publication his letter to Senator Lodge, the Senator's reply, Judge Riddell's letter and the answer to the same. These letters will speak for themselves.

24 Elm st., Brookline, Mass.

December 30th, 1910.

Hon. Henry Cabot Lodge.

Washington, D. C.

My dear Sir:—

In justice to you, as well as to myself, I wish to make clear to you some letters that Mr. Chas. F. Hammond and Mr. Henry Riddell, both of Nantucket, tell me that they have written to you on my account.

These letters were written without my knowledge or consent and upon the responsibility of these men absolutely. In fact, I knew nothing of them until my recent visit to the island, a few days ago, when both these persons coolly told me that they had written

you that I would support you in the coming senatorial contest. I have been very careful not to commit myself on this subject to anyone, and when I do I am perfectly capable of writing my own letters.

I feel that my position in this matter rests wholly between me and my constituents and I have neither said nor written to anyone how I should or intended to vote.

Hoping that you will appreciate my position in this matter, I remain with sincere respect,

(signed) Benj. Sharp,
Representative from Nantucket.

United States Senate.
Committee on the Philippines.

Personal.

January 1, 1911.

My dear Sir:

I have your letter of December 30th and am much obliged to you for writing me so frankly. I knew, from letters of yours which you had written to Mr. O'Brien and one or two other friends, that you were in no way committed to me, and I have had no misunderstanding on the subject at all. I confess I have hoped that a man like yourself would be able to give me his support when the time came, but I had never supposed that you had committed yourself in any way.

With many thanks for your kindness in writing to me, believe me,

Very truly yours,

(signed) H. C. Lodge.

Dr. Benjamin Sharp,
24 Elm Street, Brookline, Mass.

Nantucket County
Probate Court and Court of Insolvency
Nantucket, Mass.

January 2, 1911

Dr. Benj. Sharpe,
State House, Boston, Mass.

Friend Sharp:—

Had anyone told me before that Ben Sharpe was not a man whom I wouldn't have believed under any circumstances; but in that your statement in the last *Charter* and *Mirror* over your own statement "that you are not favorable to the election of Senator Lodge," for knowledge upon me and is a disappointment to the majority of real *REPUBLICAN* citizens of Nantucket.

You will readily recall the cussed briefly last summer with you the senatorial situation likely to come before the coming legislative, and you told me in so many words that you were for Senator Lodge. Rest assured that had I had the least doubt of your sincerity there would have been another candidate in the field against you and one whom the republicans of Nantucket would have been glad to have voted for.

I recognize the fact that every man has a right to his own honest opinion, and had you have told me frankly that you were opposed to him, or that you was not prepared to say at that time, I should have respected you for it; as it was, I dissuaded the party from running, saying "Sharpe is for Lodge and I don't want to take any chances."

After election, when Foss began with a few disgruntled republicans to hit at Mr. Lodge, you were quoted in the papers as anti-Lodge. With a desire to know exactly what this meant, Charlie Hammond talked with you and you told him that "thinking Mr. Lodge was not a candidate you had favored Mr. Walker, but that as Walker was not a candidate and Mr. Lodge was, that you *was for Lodge*." Of course you must know that if *anyone* but Lodge is elected it will be a victory for Foss, and will strengthen the democratic party.

Wholly aside from the great service that Senator Lodge has rendered the Nation as a whole, we in Nantucket have been greatly favored by his intimate knowledge of the wants of Nantucket, and his assistance to Congressman Greene has procured us many local benefits in the way of improved mail facilities, harbor improvements and latterly his work for the bill to pension the life-savers.

Probably you care little for my opinion, one way or the other, but I

have, as you know, been interested in the active politics of Nantucket all my life. I have been elected and I have been defeated; I have got big votes and I have got little votes, but my worst enemy never accused me of double dealing and I have found that it pays better in the long run to have fixed convictions and stick to them, even if you do occasionally get defeated.

In the hope that even yet your vote will be recorded for Henry Cabot Lodge, I remain, rather disappointedly,

Very truly yours,
(Signed) Henry Riddell.

24 Elm st., Brookline, Mass.
Jan. 4th, 1911.

Mr. Henry Riddell,
Nantucket Island, Mass.

My dear Sir:—

I have your letter of January 2nd, and I would like to see over my signature or hear from any truthful person a statement that I will vote for or against Senator Lodge.

You evidently cannot understand plain English, for you have mis-read the note which I had printed in the Mirror and have also misinterpreted or had misinterpreted for you my conversation with Charlie Hammond.

I wrote to Senator Lodge some days ago, telling him that the letter you sent him about me was written without my knowledge or consent, and I consider it a piece of unpardonable impudence on your part to have written him how I intended to vote without consulting me.

I explained to him exactly how I stood and have received from him a perfectly satisfactory reply. He understands my position and has understood it since last November.

I remain very truly yours,
(signed) Benj. Sharp.

Rep. Sharp's Wild Decoy Bill.

The bill introduced by Representative Sharp, relative to the using of live decoys in the hunting and killing of wild fowl, reads as follows:

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

Section 1. Section one of chapter two hundred and ninety-two of the acts of the year nineteen hundred and six is hereby amended by striking out after the word "live" the word "duck," and by inserting after the words "killing of," the words:—"water fowl of any kind,"—so that it may read as follows:—Section 1. It shall be unlawful to use live decoys for the taking or killing of water fowl of any kind in the county of Nantucket.

Section 2. The possession of such live decoys shall be deemed prima facie evidence of an intent to use such decoys for the hunting, shooting or taking of any wild fowl in violation of section one of this act.

Section 3. To read as section two of chapter two hundred and ninety-two of the acts of nineteen hundred and six, to wit:—Whoever violates any provision of this act shall be punished by a fine of not less than twenty nor more than fifty dollars for each offence.

"Fixed Convictions!"

Editor of The Inquirer and Mirror:

What is this—a comic opera? Is Pooh-Bah still disporting himself on the local stage? Let us see! A gentleman who holds the exalted position of Permanent Chairman of that august body, the Republican County Committee (not to mention certain side lines, such as Judge of Probate of the County of Nantucket, etc., etc.,) this gentleman, as it appears, is grievously disappointed in our Representative, Dr. Benjamin Sharp. Utterly misconstruing that gentleman's letter in your recent issue (wherein he very properly declined to commit himself to any candidate), he is "forced to the conclusion that Ben Sharpe is not a man of his word."

Saints preserve us! Who is safe? "Who else is rank?" It is to be greatly feared that presently some of our leading local gentlemen, whose unselfish devotion to the town's interests are beyond cavil, who have "never yet"—may be accused, as Dr. Sharp has been, of "double, even quadruple, multiplex dealing!" Really, this will never do; it would ruin "politics." And some of us who have given "all our lives" to the good work know what that would mean.

"Rest assured," the gentleman says, "had I had the least doubt of your sincerity, there would have been another candidate in the field, one who," etc., etc., "and had you told me frankly that you were opposed to him (Lodge) I should have respected you. As it was, I dissuaded the party from running," etc., etc.

The gentleman concludes (in a sort of fatherly vein) by assuring Dr. Sharp that "it pays better in the long run to have fixed convictions and stick to them, even if you occasionally get defeated." Sage advice! But who is to do the fixing?

Let us examine the facts: An eminent Senator from Massachusetts, who was a candidate for re-election, was accused, in campaign speeches, by a (then) Governor-elect, of heinous offenses during his long term of office, and of gross breach of faith with the people. The Senator has flatly denied all of the charges, and refers us to his record.

Now, what would be the natural and proper course for a Representative from Nantucket, who earnestly desired to act fairly and honorably in this matter? Would it not be to carefully weigh all the evidence, pro and con, consult with his colleagues, then use his best judgment, reserving his final decision, if necessary, until the day of election? This is exactly the course that Dr. Sharp has followed, as he has repeatedly assured us. "But," the gentleman may protest, "that is not politics!" Too true!

Our Representative is, it is to be feared, away off in his "politics." Really, he should have remembered that, since his nomination was endorsed by that august body, (headed by the gentleman) it was his imperative duty to vote as it dictated, whether for Senator Lodge or Beelzebub. "Fixed convictions!" Were they not already "fixed" for him? But alas, they didn't "stick" to him. Like some other ready-made clothing, they proved to be a misfit.

Dr. Sharp, being one of those singular, visionary persons, who, finding themselves in public office, aim to exemplify the principle set down by sturdy Grover Cleveland, to wit:

"Public Office is a Public Trust," has thus far acted in accordance with it, and will doubtless continue so to do. A parodied version of this rule is the one preferred and consistently practiced by every political boss and his followers, in and out of office, throughout the country. It is the unvarying basis of their "fixed convictions," to wit:

"Public Office is a Private Snap."

There is, at present, abundant evidence that the American people, irrespective of party, are at last awaking to the necessity of emphasizing by their votes the former principle, as opposed to the latter. Nantucket has made a good beginning. The end is not yet.

A Mere Tax-payer.

It will be a good day for Nantucket when Mr. Riddell is elected or not.

Here is where Turner got
his inspiration, see Jan. 21, 1911.

ERROR SATURDAY MORNING, JANUARY 21 1191

NG, JANUARY 21, 1911

"THE LEGEND OF WAUWINET"

A Pretty Indian Legend of Nantucket, Written by Miss Charlotte P
Baxter and First Published in The Inquirer and
Mirror Nearly Forty Years Ago.

(Re-published by request.)

As backward, Time doth point his hand
Across a century's glory
All eyes are turned and all our land
Repeats the wondrous story.

In retrospection all can see
The deeds of our great nation;
And all rejoice, from those made free
To those of highest station.

Then seated by our own fireside,
Each hears in dim tradition,
Some tale that he may claim with pride
And joyful recognition.

And farther back we look and see—
Far back across the ages—
Brave deeds once done on land and sea
Unknown to History's pages.

Now backward let us turn our gaze;
For here, beside the ocean,
The waves might tell of other days,
As they toss in ceaseless motion.

In the days almost forgotten;
In the days before our island
Heard the tread of white man's foot-steps,
Heard the stir of active commerce,
Saw the gleaming sails of vessels—
In those days almost forgotten—
On our island dwelt the red men.
Long they dwelt in peace together,
Following out their daily callings,
Broke the land and fished or hunted;
And at night beside the wigwam,
When the South Wind, Shawondasee,
From his home of warmth and beauty
Breathed upon them in the stillness
Of the peaceful summer evening.
There they smoked the pipe together;
Fashioned there the heads of arrows,
Into baskets wove the willow.
And when from the land of Winter—
From the land of cold and darkness—
Came the drear Habibonokka,
Came the dreary, cruel North Wind,
Then within the wigwam seated
By the cheerful, blazing firewood,
There they told strange tales and legends,
Or, with greater skill and cunning,
Carved, from pieces of the pine tree,
Bowls and spoons of strange devices.

On the east side of the island—
Where they said from out the waters
Spoke the voice of the Great Spirit—
There in harmony together,
Dwelt the tribe of old Wauwinet.
Well beloved was this great Sachem;
Well beloved of all his people;
And they listened to his counsels,
And they hearkened to his wisdom.
Dear to him were all his people;
But of all the nearest, dearest,

Was his daughter, was Wonoma.
She the loveliest and the gentlest,
Well she knew the art of healing;
Skilled was she in all the uses
Of the herbs that grew around them.
And, whenever from the waters,
Spoke the voice of the Great Spirit,
She could tell unto her people
What the words were, and the meaning.

On the west side of the island,
And upon the hills, Popsquatchet,
Dwelt the tribe of brave Autopscoot.
He, the young, the learned, the noble,
He, the pride of all his people
For his learning and his goodness;
Once, when Fever came among them,
Laid his hand so hot and blasting
On the bravest and the wisest,
Then it was that their Autopscoot
Hearing of the young Wonoma—
Hearing of her art in healing—
Sent a messenger unto her,
Praying her to come and save them
From the cruel, blasting Fever.
With the messenger, Wosoka—
While the morning star shone brightly,
Smiling at its own reflection
Mirrored in the calm still waters—
From her home went forth Wonoma,
And she came among the people
Dying with the cruel Fever,
And she cooled the burning forehead.

Words of comfort spake she to them
And she healed them and she saved them;
This great people learned to love her;
Looked upon her as their savior;
And they prayed her tarry with them
That they might, in some way, show
How they blessed her for her goodness—
For the boon of life she gave them.
Then Autopscoot, their great Sachem
Spoke and said unto Wonoma:—
"Oh! Wonoma, ever cherished
Will thy name be by my people,
And I pray you listen to them—
Listen to the prayers they utter.
For their sakes I pray you listen,
But above all, for my own sake,
For the great love that I bear you."
And Wonoma answered, smiling,
That because she loved his people,
But more truly loved their leader,
She would come again among them—
Come again to go not from them.
Would you know? Then I would tell you
How the pleasant, friendly feeling,
Which so long a time existed
Twixt the tribe of old Wauwinet
And the people of Autopscoot,
Changed to hard and angry feelings,
Then to feelings of deep hatred,

Till a war arose between them
And the land was wrapped in darkness
From the war-cloud resting o'er them.
Would you know, then I would tell you
How the cause of this contention
Was the slightest, was most trivial;
How the feelings of great hatred
Simply grew from a discussion
Of the land that lay between them.
But Wauwinet, the great Sachem,
Tiring of this useless bloodshed,
Called in council round about him
Many of his wisest warriors;
And they laid a plan most subtle,
How they might when least expected,
Steal upon that Western people;
Capture them and make them prisoners.

I would tell you how Wonoma
Chanced to overhear this council;
How she listened, almost spell-bound
By the words she heard them utter,
And the first thought that came to her
Was the thought that she must save him,
Must, in some way, save her lover.
Much she knew she loved her father,
But much more she loved Autopscoot.

She would brave all things to save him
Even risk her life, if need be.
When her people all were sleeping,
Forth she stole from out her wigwam,
To the water quickly sped she,
Launched her boat, and in the darkness
Rowed with greatest skill and caution
Toward the people she was saving.
Very dark the night seemed to her,
And she prayed the mighty Father
That He would in safety guide her
To the people she was saving:
Then, as if her prayer was answered;
Slowly up from out the waters
Rose the moon in all its beauty,
Giving light unto her pathway,
To her heart the needed courage.

Very tiresome was the journey,
And her strength almost exhausted
When she reached a place of landing,
Where upon the shining beach sand,
She might leave her boat in safety.
Then a long and weary distance,
Over rough and stony places,
Onward, through the dreadful stillness,
She must keep her journey westward.
Though her feet were torn and bleeding,
And her brain seemed madly burning,
Yet the thought that she must save him,
Urged her onward, ever onward,
Till she came among that people,
Till she knew that she had saved them.
Then the gentlest of the women
Bathed her feet so torn and bleeding;
Cooled them with the healing ointment,
Bade her rest within the wigwam,
While Autopscoot called his people,
That when with the morrow's dawning,
Came the people from the eastward,
They might be prepared to meet them.

When Wauwinet with his warriors
Left his home beside the waters,
Very sure he felt of victory
Sure that he would take as captive
All the tribe of brave Autopscoot
That, when they had yielded to him,
What they claimed as their possession
In the land that lay between them,
He would free them and in kindness
Leave them then, their just possessions.
When he reached the mighty people;
Saw them there, prepared to meet him,
Knowing that his scheme so subtle
Was o'erthrown by one still subtler,
Then he turned and with his warriors,
Slowly then retraced his footsteps—
Slowly journeyed to the eastward—
To his home beside the waters.

Now the day was slowly dying,
And its beauty slowly deepened
Till it reached its great perfection;
And the earth and sky and water
Shone with all its radiant splendor;
As we've seen on some loved faces
Rest the glory of the future.
Slowly then, and still more slowly
From the earth, and sky and water
Passed away the radiant splendor;
And the grey mists of the evening
Slowly rose from land and water,
Till they wrapped the hills and valleys
Round about in their night coverings.
In the hush and calm of twilight,
With his eyes still looking westward—
By the doorway of his wigwam
Stood the Sachem—stood Wauwinet—
Stood upon the evening stillness,
Broke the sound of coming footsteps
And he saw a form approaching—

Saw the face of brave Autopsot.
Then the young man slowly bending
In his eye great longing, pleading,
Spoke and said unto Wauwinet:
"Oh! my father! Oh! most noble!
Dark have been the days about us
And still darker have the nights been;
In our hearts the darkest hatred;
Hear me speak, O mighty father!
For the love I bear Wonoma,
For the love she bears her father.
She it was who gave me warning;
Told me of your plan to conquer.
O, my father! O, most noble!
For the love we bear Wonoma,
For the sake of both our people,
Mav there not be peace among us?"

While Autopsot had been speaking
O'er the face of old Wauwinet
Spread the shadow of great anger,
And in silence long he stood there;
And the breeze came from the pine trees,
And the sound of breaking waters
Rose and fell in rhythmic cadence,
Breathing peace from the Great Spirit.
From the face of old Wauwinet
Passed away this cloud of anger,
In his heart he felt the influence
Of the peace which reigned about them,
And he spoke unto Autopsot
In the tones of friendly feeling,
Saying: "O, my son Autopsot,
Great has been the lesson taught me,
That I, myself, am not almighty—
That there is a power beyond me
Unto which I have to yield me.
Great the love I bear Wonoma,
And if she so truly loves you,
There should only be between us
Words and thoughts that are most friendly."
Then these two great Indian Sachems
Who had been such bitter foemen,
Clasped each other's hands in friendship;
And that night before they parted,
They had made a just division
Of the land so long disputed;
And they pledged that ever after
Only peace should reign between them;
And that this should be more certain,
And the home they so much cherished
Should be ever prosperous, peaceful,
Old Wauwinet gave his daughter,
Gave the dearest of his treasures,
To the young and brave Autopsot.

Many moons have come and vanished,
Since the last of these great people
Went upon his homeward journey
To the kingdom of Ponema,
To the land of the Hereafter;
But their earthly home so cherished
Still is left us; and I pray you
While to-day beside the waters,
Near the home of old Wauwinet,
We are resting from our labors,
Leaving every care behind us,
Let us think of that great Sachem,
And renew the pledge he uttered—
That his home he so much cherished
Shall be ever prosperous, peaceful.

Reminiscences

FORTY YEARS AGO.

The annual examinations of the public schools took place last week.

Married, in Boston, 15th inst., H. C. Cottle, of Nantucket, and Miss Mary L. Nolk.

Married, in Pawtucket, December 11, Thomas C. Barnes and Miss Avis E. Orpin, of Nantucket.

Installation of the officers of the Wanackmamack Encampment, I. O. O. F., took place on Tuesday evening.

No mail was received here from Tuesday, the 10th, until Monday, the 16th, the steamer having been employed in attending upon the wrecked bark, Sarah N. Smith.

THIRTY-FIVE YEARS AGO.

Married, in Brooklyn, December 30, Cromwell G. Macy and Miss Mary Brown.

Married, in Swampscott, 5th inst., H. Bryon Martin and Miss Lottie Creasey, of Nantucket.

Representative Mitchell has been appointed on the House Joint Standing Committee on Harbors.

Pupils of the Polpis school, with their teacher, Miss Margaret Ring, celebrated on Christmas Eve.

Married, in this town, 12th inst., by the Rev. C. N. Hinckley, John B. Collins and Cora N. Staples.

Married, in Philadelphia, December 23, John K. Tarbox and Miss Mary Carrie Drew, of Nantucket.

THIRTY YEARS AGO.

The harbor is now entirely free from ice.

Eben R. Folger is building an addition to the house of David G. Hussey.

Married, in Chelsea, 30th ult., Charles F. Harris and Miss Jennie A. Weedman.

Peleg S. Macy, formerly of this town, has been re-elected superintendent of the New Bedford almshouse.

The South shoal lightship broke adrift during the storm of December 27, and is now at Hyannis, awaiting a new cable.

Representative Henry Paddock has been appointed a member of the Joint Standing Committee on Public Charitable Institutions.

TWENTY-FIVE YEARS AGO.

Another week will probably find telegraph poles upon the island.

Several of the life-saving crew had their faces fro-

been elected state superintendent of the departments of Sabbath observance, peace and arbitration by the Connecticut W. C. T. U.

A lively blaze was discovered, Tuesday morning, around the porch chimney of the house of James A. Holmes, Mount Vernon street. No general alarm was sounded. The damage was slight and mostly from water.

FIFTEEN YEARS AGO.

Ice is eight inches thick on Wannacomet pond.

Henry P. Brown is to take the management of the Boston Store.

Married, in Ashland, Mass., 1st inst., James H. Wood and Mrs. Lizzie M. Burns.

Miss Meta Alley managed a successful leap year party in Atheneum Hall, Tuesday evening.

Married, in this town, 12th inst., by the Rev. J. R. Patterson, Obed C. Coffin and Miss Martha A. Swain, both of Nantucket.

The U. S. Senate has confirmed President Cleveland's nomination of John M. Winslow for the postmastership of Nantucket, to succeed Mr. Freeman.

Willard B. Marden, who has for several years been clerk in the Monument Grocery, is to engage in the tin-smithing business, and will occupy the shop in Masonic block heretofore conducted by W. C. Marden.

TEN YEARS AGO.

The dory haddock fishermen are having great success.

Thomas Lewis has recently purchased a new catboat—the Adelaide.

Harrison G. Stetson has bought the property on Mount Vernon street known as the William Glasby estate.

The Surfside Hotel property was sold for \$90 at tax collector's sale, to John H. Bartlett and Wallace Gardner.

Ship Manuel Llaguno, of which John P. Conway, of this town, is first officer, arrived at New York on Wednesday.

Married, in this town, 10th inst., by the Rev. Thomas S. Sayer, John H. Dunham and Winnifred C. Collins, both of Nantucket.

FIVE YEARS AGO.

Married, in Brooklyn, 17th inst., Miss Charlotte Cook and Harry W. Chadwick.

A heavy easterly storm kept steamer Nantucket at her berth from Friday to Monday.

Collector of Customs Obed G. Smith played a joke on himself, Wednesday, running up Old Glory union down.

A bill has been presented to Congress by William S. Greene, to authorize the survey necessary for the construction of a harbor of refuge on

the island of Nantucket, at or near the western side of Great Point.

"Anita's Trial" was the name of a clever little play enacted by young ladies of the Unity Club, on Wednesday evening, in the Atheneum. Miss Florence E. Ayers filled the title role of Anita, a gypsy waif, the other members of the cast being Mrs. William T. Swain, Mrs. Alfred E. Smith, Misses Linnie Folger, Maud Shaw, Olive Raymond, Mildred Burgess, Hattie Williams, Dora Riddell, Eda Coleman and Maud Thomas.

Jan. 28, 1911.

WANTED—AT THE POLLS, ELECTION DAY.

"Men whom the lust of office does not spoil,
Men whom the spoils of office cannot buy;
Men who possess opinion and a will,
Men who are honest; men who will not lie."

Getting warm, eh?

Nine young men of Nantucket are under \$1,200 bonds apiece, charged with one of the most heinous acts punishable under the criminal law—one which justice and the statutes see fit to deal with most severely, the only penalty being imprisonment for life or a term of years. The cases are to be heard by Judge Fitz Randolph on Thursday next, behind closed doors, and if probable cause is found the young men will be bound over to the grand jury. There seems to be a general feeling that the authorities have taken the right steps in this matter, in the effort to stamp out an existing evil, and that the conditions have reached such a climax that "something must be done."

Old Nantucket Bibles.

The old records of births, marriages, and deaths in the town of Nantucket, from the beginning of the town to the year 1850, are to be published by the Nantucket and Historic Genealogical Society of Boston, under an Act of the Commonwealth of Massachusetts. As is often the case, the town records are not complete, and it is the custom, in Nantucket, to add the records found in the family Bibles. Due credit is given to the owners of the Bibles, and the records will be greatly increased by those having such Bibles. The records of Miss Ida Cathcart, Miss Emma Cook, and others, are at hand, and they may be added to the records to either where they are now, or be convenient to have a copy of the Bible. The records will be of valuable assistance in making the Nantucket records as complete as possible, and the record of births, marriages, and deaths in the early town.

Two Things.

Editor of The Inquirer and Mirror:

The publication of the interesting correspondence of last week makes two things imperative.

First—Whatever his private preferences, Dr Benjamin Sharp owes it to the town of Nantucket to be a candidate for re-election next fall.

Second—The town of Nantucket owes it to Dr Benjamin Sharp to give him a majority that bosses and boss-lets may contemplate with profit.

Republican.

JANUARY 28 1911

For Better Things.

Editor of The Inquirer and Mirror:

The High School scandal that has just come to light, involving girls of the institution and lads of the town, with one of the former (not yet 15 years of age) already a mother; another dismissed from school, and likely soon to become a mother; and a third remaining on probation on account of unbecoming conduct, is a sad and serious blow to this community, and emphasizes more strongly than words the looseness of public morals here. It emphasizes, too, the fact that the adult population is to be blamed for its apathy to conditions of low-down depravity that have been apparent to all for some time. The authorities are censurable for having permitted it to exist. The people themselves are censurable for having remained quiescent, knowing that the morality among the young of the town was at a most dangerous point. Street walking of the most flagrant kind has been permitted without the slightest effort to bring it to an abrupt termination, and this very element is urged as being the root of the deplorable scandal that has ruined the lives of some of the girls in our community. While this may have been the starting-point on

the career of shame of these young people, it may be questioned if that statement is entirely correct. It may be argued, and with truth, that parents are primarily responsible for existing conditions, from their carelessness in looking after their offspring; while, as before stated, the people at large are at fault for their indifference in allowing such barefaced baseness to exist as has long stared us in the face. And when is contemplated the fact that within a period of four years there will have been five illegitimate births in one family of young girls, one cannot but be overwhelmed with amazement that this thing has been permitted in a respectable community. It is not only shocking, but horribly shocking.

I have spoken plainly, Mr. Editor, on a delicate subject, feeling it is right to do so; particularly as there is certainly nothing private, for every little tot has gone to his home full of the details of the shame that has befallen his schoolmates. This matter has forced itself upon me as no other public question ever has, and I know I shall not be alone in a determination to work for better conditions. Even though we may be late in applying corrective methods, yet it is our duty to do so, and perhaps we may be in time to save others from the fate of the unfortunate young girls. It must be a movement replete with radical measures, and must cut a wide swath, for lawlessness in this community is not confined to just the little circle to which I have referred. It is almost an insidious disease, and there is little reason to question why this town has grown to a point where there is an apparent feeling that we are a law unto ourselves. Our penal institution does not indicate aught else than the existence of a most law-abiding community. But I purpose to take the stand that we are far from it.

I have heard statements made on the streets that have been simply amazing charges of baseness and corruption; but nothing is yet tangible to reach such, as the speakers could not be induced to testify to what they have uttered. And these statements are carelessly made, with lads and young men standing by drinking in every word, and laughing gleefully over the affairs. Young men and lads have been permitted to loiter on the streets, and lady passers-by are subjected to the vilest obscenity and profanity. There are many heads of families who dislike to think of the females of their household having to pass the ranks of loafers, who have made the store entrances loitering places after closing hours, defiling the premises with tobacco juice, cigar and cigarette stubs, while their coarse jests grate upon the ears of those of the gentler sex who are compelled to pass their way. Here is a needed reform every store-keeper on Main street should cheerfully engage in and diligently urge. See to it, also, that minors are not retailed cigarettes. Here is a law that is almost constantly broken.

Why is it, Mr. Editor, when pleasant quarters for reading, for games, etc., are provided in our public library, boys' club and gymnasium, the young men prefer the streets? There

must be a reason. If mothers will keep their daughters home, or in the company of older persons when on the streets, there may be less loitering. But I am informed the authorities have instructed the police to keep the street free from loafers. I sincerely trust this is true; and every well-meaning citizen will support them.

I have touched upon some of the deplorable conditions. There are probably others and more serious ones. To get at these things requires a board of officials who will not wait for formal complaints, but will, with the spirit of true citizenship, promptly abate any and all evils that shall come under their observation—in fact, get busy and make our town a better place of residence.

I wish to applaud the action of one citizen who has started the ball of moral reform in good earnest in swearing out a complaint against an alleged nymphet du pave, and the action that will bring before the courts nine young men charged with a statutory offence. The conditions we are facing are being watched with the keenest scrutiny by state officials, and it is through the order or suggestion of the district attorney that the round-up has commenced; and further developments may be expected before many days.

On Wednesday last I went before the Selectmen and urged the seeming necessity of instructing the police to enforce a curfew law and also the law against street-walking. I was given a respectful hearing, and received substantial support from one member of the board, while another astonished me with the statement that he was unaware street-walking was prevalent on our highways. Other members listened without remarks. I have since been informed that in discussing the subject after my departure, one member urged referring the matter to the next board of selectmen, who might not agree with the idea.

Now, Mr. Editor and fellow citizens, if I have been correctly informed, is it possible to believe any man (especially one bound by oath of office to do his full duty as a representative of the people) can entertain for even a second an idea of deferring a single minute the suppression of a menacing nuisance he has signified he knew existed in this community and referring it to a board who might not agree with the suggestion of instructing the police to get rid of such. Could any such board be imagined! Heaven forbid! But the suggestion I had made prevailed, and the board voted to instruct the police to act, and to support them in doing their duty. It is now the business of us all to see to it that the order is carried out, and report any laxity to the Town Fathers.

I recall that at the last annual town meeting, while the matter of having a band was under discussion, I asked if those present had ever considered the moral (perhaps I should have said immoral) side of the public evening concerts question. The suggestion did not appear popular. But nevertheless, my opinion holds just as firmly that much immorality in this community is the result of a band. (This statement will, of course, be very unpopular in some quarters). But, fellow citizens,

think it over. We may have the band question to consider again.

I have no children exposed to the evil influences that confront us. But my neighbors have; and a large number of my fellow citizens have; and it is to arouse these to action that I have appeared in print on this occasion. I am ready to work with them for the better and complete protection of their little ones, and trust that the correction of the awful abuses we are contemplating may be taken up by us en masse and put to rout. To make sure of this, see to it that your public officials are free from personal taint—that is, struggle to put men of clean character in public offices—men everybody can look up to with respect.

I may be accused, as I have been before, by some of the so-termed “knockers” of this town, of indiscretion in making public undesirable conditions; but were they not made public—if someone did not make the first moves—I fear the “see and not see” status of things would likely go on as before. Advertising pays, Mr. Editor; and it pays, from my point of view, to advertise through the public print any criminality or baseness of a community as well as any goodness, and set the people thinking along right lines.

I am with you for the best interests of this community.

R. B. Hussey.

Nantucket, Jan. 25, 1911.

Omission.

In our report of the annual meeting of the Nantucket Relief Association, we omitted to say that it was voted to add four members to the Board of Directors. Accordingly three names were proposed and elected at this meeting, viz: Mrs. John W. Summerhayes, Mrs. Reuben Small and Mrs. Sarah C. Raymond. The fourth name will be presented at a special meeting that shall be called later by the president.

**Children Cry
FOR FLETCHER'S
CASTORIA**

Reminiscences

FORTY YEARS AGO.

Miss Maria Mitchell, Professor of Astronomy at Vassar College, has been chosen a member of the American Association for the Advancement of Science.

The cargo of the British bark Sarah N. Smith, ashore on Shovelful shoal and brought to this port, has been ordered by the treasury department to be forwarded to Boston.

The following fishing schooners were sold at auction, Friday, at Commercial wharf: the Charlotte Brown, 83 tons, at \$5,000; Nathaniel Chase, 69 tons, at \$3,700; Oliver Cromwell, 63 tons, at \$3,700; Ellen H. Gott, 73 tons, at \$2,250; D. D. Geyer, 55 tons, at \$3,425; Atlantic, 63 tons, at \$2,700; C. C. Davis, 53 tons, at \$1,800; Queen of the Cape, 55 tons, at \$1,600; I. L. Hammond, 57 tons, at \$1,225.

THIRTY-FIVE YEARS AGO.

The annual Coffin school examination was held on Thursday afternoon.

Samuel P. Winslow has completed a fleet of thirty-two miniature vessels of various models and classes, a number of which are on exhibition.

The Gilbert Coffin House, corner of Main and Winter streets, was discovered in flames at three o'clock on Sunday morning, and only after three hours' hard fighting were the flames subdued.

On Tuesday a horse belonging to John S. Appleton ran through lower Union street by D. B. Paddock & Co.'s paint shop, colliding with a wagon in which were Capt. Obed G. Coffin and his son, throwing them to the ground. The horse became detached from the wagon by this collision, but was soon captured.

THIRTY YEARS AGO.

Ice is five inches thick in Sesachacha pond.

The frame of the hotel at Tucker-nuck has been erected.

Judah Nickerson has shipped as mate of schooner Onward.

A horse belonging to John Sylvia ran from Capt. W. T. Swain's lumber yard, Thursday, with a load of lumber. At the corner of Main and Union streets one wheel came off the wagon, and from there to the postoffice, where the animal stopped, the wagon was badly shaken up.

At a meeting of the school committee, Saturday evening, Miss Sarah C. Robinson was granted leave of absence during the next term, and Miss Mary E. Starbuck chosen to fill her place. Miss Annie W. Bodfish was appointed assistant in Room No. 5, at a salary of \$250 per year, Miss Folger, of Room No. 6, to have supervision of the room.

TWENTY-FIVE YEARS AGO.

A Union Benevolent entertainment, given in Atheneum hall, Tuesday evening, was well attended.

Schooner Mary A. Killen, Killen, sailed from Havana for Boston on the 13th, with a cargo of 700 tons of sugar.

The body of Maurice Ryder, one of the victims of the ill-fated Wither-spoon, was found on the beach, Monday morning.

Dr. Arthur Elwell Jenks lectured Monday evening in the Atheneum on “The Moral of Canon Farrar's Visit to the United States.”

Charles H. Barnard, of this town, fell from aloft on bark Commerce, 19th ult., when two days out from New York, and was drowned.

Miss Annie Cartwright, teacher of the Second Grammar school in the Academy Hill building, has resigned her position, owing to ill health. Miss Marianna Hussey, now teaching in Hyannis, has accepted the position, tendered her by the committee.

TWENTY YEARS AGO.

Hummock pond was opened to the sea on Wednesday.

The graduation class of the High school this year will not have a boy among its numbers.

At the annual reunion of the Quincy School Association, in Boston, Tuesday, Alfred Bunker was chosen one of the vice-presidents.

Capt. John L. Brooks, who has run schooners Fannie Hammer and Mary E. Crosby between Nantucket and New York, for many years, has completed his sea-faring life, owing to ill health.

E. W. Perry & Co. have sold to Capt. John Killen their grain, coal and lumber business, including Old North wharf, two large buildings on Cross wharf, and the coal shed and yard on Main, Whale and Candle streets.

FIFTEEN YEARS AGO.

Everett Long is to open a meat and provision store in the Masonic Block.

The Eleven O'clock Circle enjoyed a bean supper with Mr. and Mrs. Obed Wright, Wednesday evening.

George A. Barrett has presented Engine Company No. 4 with a handsome flag to fly over their headquarters.

Miss Marianna Eldredge, of Bryant & Stratton's Commercial College, has accepted a position as stenographer in the office of D. P. Gosline, Boston.

Elliott Sylvia was riding a horse on Madaket road, Sunday, when the animal became unmanageable and Sylvia was thrown, dislocating his left shoulder.

Mrs. Maria Thomas fell down a flight of stairs at the residence of Mrs. Clarissa G. Allen, a few days ago, and sustained severe bruises and a scalp wound that necessitated several stitches.

TEN YEARS AGO.

Schooner Abel W. Parker has been hauled up at Straight wharf for the winter.

Edward Lewis is erecting a stable for Houghton Gibbs on his land on Fair street.

Married, in Boston, 10th ult., George J. Flood, of Nantucket, and Miss Mary Murphy, of Boston.

New Bedford engineers have been surveying Gardner and Liberty streets for the town's special committee, who are to report upon those thoroughfares at the annual meeting.

The Coskata life-saving crew answered the distress signals of a schooner off Handkerchief shoal, Sunday afternoon, which proved to be the schooner George Nevinger, Bucksport for New York, with lumber.

FIVE YEARS AGO.

Mr. and Mrs. Eugene J. Fishback are receiving congratulations on the

birth of a daughter, on the 12th inst.

A snake about two feet long was seen on Milk street, last week.

Extensive improvements have been made in the store of H. P. Brown & Co.

A fleet of forty boats were dredging for scallops in the harbor, Thursday morning.

Two invoices of Bravas arrived last week to work on the bogs of the Burgess Cranberry Company.

High school graduation held on Thursday evening, when twelve girls and four boys received diplomas.

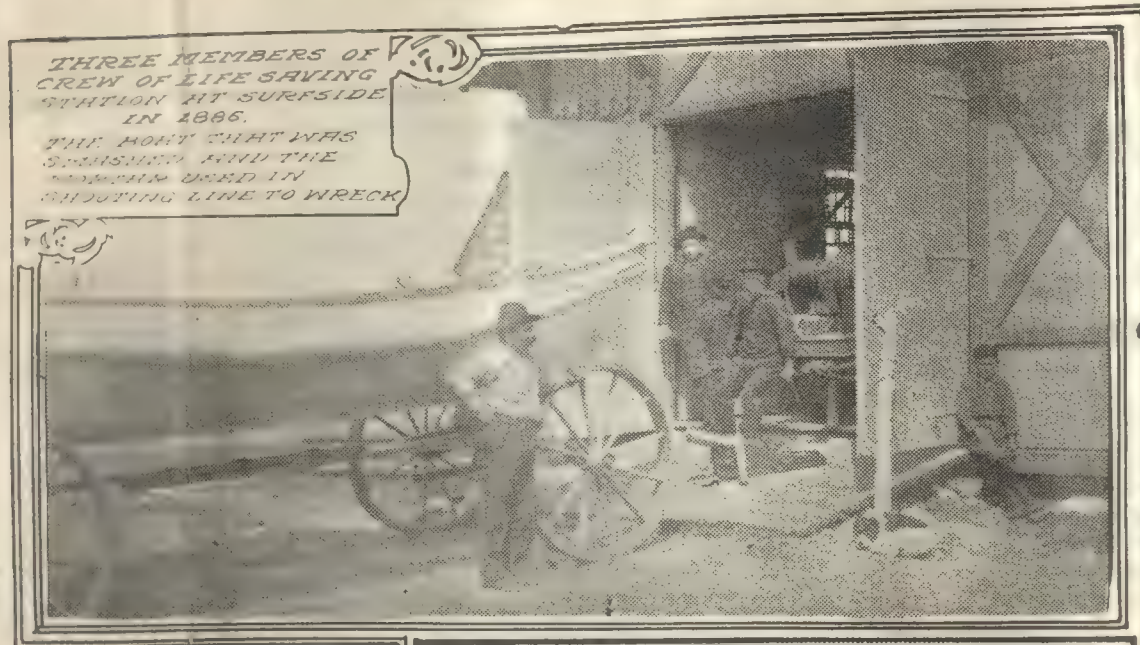
Little Bunker

SATURDAY MORNING, FEBRUARY 4 1911

"PAPA, WON'T GOD SAVE US?"

Thrilling Story of the Wreck of the Boston Schooner T. B. Witherspoon on the South Side of Nantucket Island a Quarter of a Century Ago, as Graphically Described by Simon J. Nevins in the Boston Sunday Globe. Seven of the Crew of Nine, including the Captain and the Wife and Little Son of the Mate, were Drowned or Frozen to Death.

(By Courtesy of the Boston Sunday Globe.)



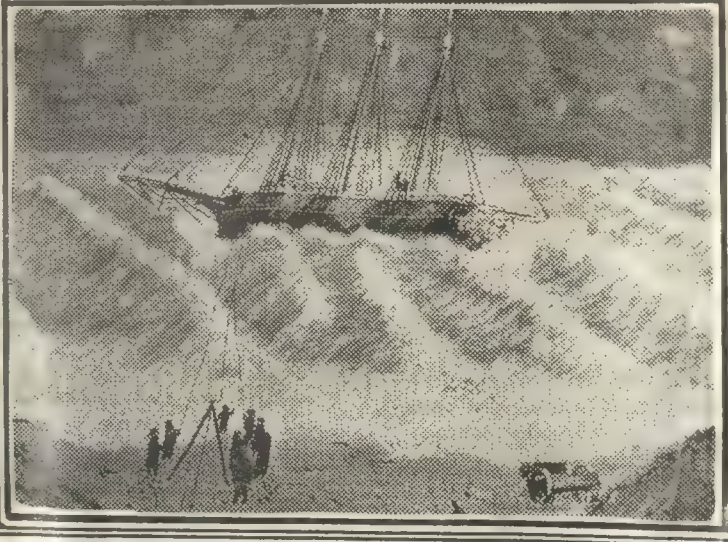
ON Jan. 10, 1911, in the early forenoon, three barges laden with coal and carrying crews aggregating 17 in number, were dashed upon the dread Peaked Hill bars, off Cape Cod. Not one of the 17 reached the shore alive.

The barges comprised a tow bound from Philadelphia to three coast towns to the eastward of Boston, convoyed by the ocean tow-boat Lykens. They parted from their convoy off the Cape, and before the tug could render them any assistance they were hurled to destruction and their crews to ocean graves.

Twenty-five years ago, on Jan. 10, 1886, the three-masted schooner T. B. Witherspoon, Anderson master, was wrecked on the south side of the island of Nantucket, on Little Myoxe rip, 200 yards from shore. 'Twas in the early forenoon, also, in a 50-mile gale, the second day of the memorable blizzard of that date. Seven of the crew of nine, including the captain, together with the wife and 5-year-old son of the mate, were drowned or frozen to death, and the question asked by the little fellow of his father, as the latter stood waist deep in water in the cabin of the ill-fated ship, endeavoring to protect his wife and child from floating debris, was heard around the world:

"Papa, won't God save us?"

In 1886, as in 1911, the life-savers were on the beach with their boat and apparatus, powerless in a way, as the crew of the vessel were unable to pull the heavy line on board. One life-boat was smashed to atoms, fortunately, for had the life-savers succeeded in getting through the surf seven more men would surely have been added to the death roll of that fatal day.



WRECK OF SCHOONER T. B. WITHERSPOON, ON MYOXE RIPS, JAN. 10, 1886. FROM PAINTING BY MEMBER OF LIFE SAVING CREW

It's not a long story. It never has been fully told. Here it is from an eye-witness:

The schooner T. B. Witherspoon belonged in Boston, named for a merchant located in the North End a quarter of a century ago. Her captain had received a charter to carry a load of tropical merchandise from the West Indies to the home port. She sailed away from Cuba in December, 1885, in command of Capt. Anderson of East Boston, who had as mate one of the ablest sailors and navigators from the state of Maine, by the name of Berry. The mate had his wife and 5-year-old son with him on the ship.

Little or no bad weather was encountered on the trip home until Friday, Jan. 8, 1886, when a blizzard of great proportions was met, somewhere north of Hatteras. All during the 8th and 9th the ship was run under bare

poles. The wind was from the southwest. The course, then, of the ship while running before the wind must have been northeast or very nearly so. The captain knew he must be approaching the coast after the first day's run, but not having been able to take an observation for 48 hours, could only conjecture as to his locality or position at sea.

During the early hours of the morning of the 10th, a revolving light was reported by the lookout, who had "raised" it between the snow squalls. 'Twas Sankaty Head light, on the easterly end of the island of Nantucket.

The captain and his mate were unable to determine what the light was, but thought it might be Gay Head, on Marthas Vineyard, and held the ship to her course, which was then carrying her directly for the westerly coast

of Nantucket. The light was at least five miles away, and if it proved to be Gay Head there was no immediate cause for changing the course, and all danger would have been passed in less than an hour, with Vineyard Haven only a few miles further on.

For a few moments only the ship held her course, when the lookout struck terror to the hearts of all by: "Breakers dead ahead!"

Both the captain and mate realized their position instantly. Like a flash the truth dawned upon them. They were close upon a lee shore, and it must be some part of the outer coast line of Nantucket.

"Keep her off! Hard a starboard!" shouted the captain to the helmsman, grasping the wheel with the sailor in his desire to have the order executed promptly, for none knew better than he the danger. The mate ran forward and endeavored to set the forestaysail, but 'twas too late. The ship answered her helm only partially. The staysail was scarcely set when her keel struck the sandy ribs and held, firmly bedded in the sand. The yawl lashed to the davits was smashed to atoms by the first wave that struck it. The same wave flooded the cabin. All now sought refuge in the rigging, the mate alone remaining in the cabin with his loved ones.

The dog watch of the Surfside life-saving station, going to the westward on that Sunday morning, discovered the ship, and instantly flashed his costen light to let the doomed sailors know that help was near. Back to his station he ran and gave the alarm, and then, with his captain and crew, he helped drag the life-boat and apparatus to the scene, a distance of two miles. Just at daybreak the life-savers endeavored to launch their boat. The first sea smashed it to pieces.

The gun was then placed in position and sighted by Capt. George A. Veeder of the life-savers—one of the bravest and kindest of men. The line went straight to the mark, was seized by the crew and pulled on board. The life-savers ran off the larger line with the breeches-buoy attached, and in a few seconds it was made fast in the fore rigging of the schooner. A sailor quickly jumped into the buoy, but when the men on shore attempted to haul upon the attending line, to their horror, they discovered that the operating pulley had frozen. With main strength, however, they pulled, the pulley occasionally slipping along until the sailor was within a few yards of the beach, when the small line parted and the poor fellow dropped into the sea and was drowned.

Another line was shot to the schooner, as correctly as the first had been. 'Twas seized and made fast, but the men could not pull it, or else they were discouraged by the loss of their shipmate, and would not pull. Three more sailors were washed overboard while making the line from the shore fast to the fore rigging, and were drowned.

It was then that Capt. Charles E. Smalley, a member of the life-saving crew, with volunteers—two of whom are still living, Benjamin Beekman and Joseph M. Folger, jr.,—attempted to launch the life raft. The first wave swept every man upon it into

the undertow, and any further attempt to use this piece of apparatus was abandoned.

There were still three men in the mizzen rigging, two of whom were lashed in by the third, who later proved to be Capt. Anderson. Four men had been drowned, and one was in the fore rigging, just above the chains, to which the line from the shore had been made fast.

In a short time one of the sailors in the after rigging froze to death and dropped into the sea. The second, lower down, was seen to gradually settle on the ropes which held him. He, too, had frozen to death. The third, the captain, came down to him, tucked his clothes about him and went aloft a ratline or two, turned toward the people on the beach, whose numbers had now been augmented by several farmers and many of the townspeople, and waved his hand. It was but a few moments when he, too, succumbed to the cold and exposure and dropped into the sea. His body was recovered and brought to town.

To all appearances, but one man now remained, the one in the fore rigging. The people on shore were frantic and yelled to him to pull the line off. He remained in the rigging, however.

A large Massachusetts Humane Society's lifeboat was then dragged to the scene. Life-savers and volunteers quickly manned it, but wiser heads prevailed and the attempt to launch the boat was abandoned.

It was now well into the afternoon.

There was no let up to the blizzard. In an hour it would be dark. Frantically the life-savers yelled to the man in the rigging to come down and pull off the line. But to no purpose.

Suddenly up from the cabin to the deck sprang a man. He stood at the rail amidships, the waves breaking over him, and took in the situation.

The men on the beach were wildly yelling to the newcomer to go forward, fearing he would be washed overboard. He appeared dazed, and many men ran close to the undertow in an endeavor to arouse him and get him to leave the dangerous position in which he stood. As suddenly as he came from the cabin he ran forward and called the man down from the rigging. Together, from under the lee of the forward house, they pulled in the slack of the line until the wind and tide caught the bight and held it.

Cheer after cheer went up from the crowd on shore as they seized the shore end, and walked with it to windward and against the tide, then dropping it, that the men on the ship would only be required to take in the slack.

The sailors watched and understood. When all was ready Capt. Veeder waved his hands, the line was dropped into the sea and the sailors gained many fathoms. Again and again this was repeated.

Dusk had settled over this terrible scene. The lights of the ship, red and green, were burning, as they had been left when she struck. Nothing had been heard from the men on board for some minutes. Everybody was listening, feeling sure that the breeches buoy had been hauled aboard. Suddenly there came through the darkness: "All ready. Pull away." All knew

that one man now had a chance for his life.

And pull they did, everybody. In a few seconds, although it seemed hours, the form of a man more dead than alive came through the surf in the breeches buoy. Willing hands assisted him, and then began the work of rescuing the other man.

For two long hours the same methods were used as before, in the inky darkness, the snow at times cutting the faces of the workers badly. But not a life-saver, farmer or townsman left the scene until the last man was safely in the care of the life-savers. Then began the walk to town of more than 100 men and boys, a distance of four miles over snow drifts and against a 50-mile gale, with the thermometer at 10 above.

And the following morning mate Berry, the man seen to come from the cabin, the man who was responsible for the saving of the life of the last sailor and himself, the last man to leave the ship, told the following story of what happened in the cabin of the ship after she struck:

"The very first wave stove in the skylights and ports and flooded the cabin. The water rose rapidly over the cabin floor until I was obliged to place my wife and little boy upon a table. Waist deep for hours I remained with them. In the midst of a terrible lurch of the ship my little boy, noticing the expression of fear on his mother's face, turned to me and said: 'Papa, won't God save us?'"

Both perished shortly after. 'Twas then I came on deck to learn that my captain and mates, with one exception, had been frozen or drowned. There was little left for me, and I cared little for myself. The calls from shore, however, aroused me, and I set to work to pull off the line. With the captain gone, it was my place to remain to the last on the ship, so I assisted the sailor into the buoy, and then hauled the line off alone. You know the rest."

The following morning the bodies of the mother and the little one were found in the ice upon the shore.

Not alone in New England, nor in the United States, but throughout Great Britain and in Australia, the question of the little fellow to his father was taken by preachers of all denominations, as their text, and many beautiful sermons were printed in the daily papers of that period.

But how fared it with the brave captain of the life-savers? During his years he had helped save many lives. He was proud indeed of a medal received from the Massachusetts Humane Society, for his part in the rescue of the crew of the schooner Mary Anna, wrecked upon Nantucket bar in

the winter of the early 70's. With 11 other young volunteers they dragged their boat over two miles of ice with the thermometer below zero, at night, and rescued the crew. Not only were the rescued frost bitten, but the rescuers (many, if not all of whom, have long since passed away) carried to their graves marks of the sufferings of that terrible night.

Capt. Veeder was big-hearted, fearless and kind. To think that he and his men could do nothing to save

his fellow beings on that fatal Sunday, Jan. 10, 1886, preyed heavily on his mind, and a handsome, rugged and perfect physique gradually succumbed to constant thinking, and he passed from this life his mind a blank, but with the love and respect of all who knew him. Peace be to his ashes.

S. J. Nevins.

NOTE: The persons pictured in the upper illustration are the late Capt. Charles E. Small, late John Williams, and Charles W. Lawrence.

FORTY YEARS AGO.

The best sleighing of the season was enjoyed on Monday and Tuesday of last week.

The semi-annual examination of the Bridgewater Normal school was held on Wednesday.

Last Monday morning was the coldest of the season, the mercury in various thermometers about town standing at four degrees above zero.

THIRTY-FIVE YEARS AGO.

The steamer did not return on Thursday.

Parties are engaged in bridging Hummock pond, at the site of the former bridge.

Francis H. Macy left town last Tuesday enroute for Yokohama, via the Isthmus and San Francisco.

Snow three days last week—Wednesday, Thursday and Saturday. The storms did not amount to anything.

Married, in Bridgewater, 20th inst., Joseph H. Church, of Taunton, and Miss Charlotte F. Pratt, formerly of Nantucket.

THIRTY YEARS AGO.

Seismeters have housed an ice crop.

Thomas G. Macy expects to leave Boston about the middle of February for the west coast of Africa.

Married, in this town, 23d inst., by the Rev. J. E. Crawford, Albert P. Fisher and Ella W. Snow.

Married, in this town, 25th inst., by the Rev. Daniel Round, Edward W. Brooks and Martha A. Brock.

A disabled brig and ship appeared off the south side of the island, Saturday, and a temporary excitement was caused among the wreckers.

TWENTY-FIVE YEARS AGO.

The Island Home had a rough passage Monday.

There was a heavy fall of rain on Monday night.

W. H. Chase is building another rowboat for his business.

J. S. Doyle will superintend the construction of the new piece to be built on to The Nantucket.

In the House on Friday were petitions presented by Matthew Barney and others, asking that Muskeget and Gravelly Islands be added to the county of Nantucket; of Isaac H. Folger and others, for an act to prohibit the shooting of wild fowl from boats in the harbors and great ponds of Nantucket and the waters in and around Tuckernock, Muskeget and Gravelly Islands.

TWENTY YEARS AGO.

Mild weather this week.

A cold mist hung over the island Wednesday.

The American ensign floated from the new Point Breeze Hotel on Monday.

Married, in Green Valley, December 31, Marcus Starbuck and Nettie Russell.

The Momus Club is rehearsing for an entertainment, to be given in the near future.

E. H. Parker contemplates introducing meats and produce as a department of his grocery store.

FIFTEEN YEARS AGO.

Willie F. Gibbs has sold his house on Milk street to F. E. Holdgate.

Capt. James B. Coffin has been confirmed as consul at St. Helena by the national senate.

The graduation exercises of the High school were held in the Methodist vestry, on Friday evening.

Thomas Turner, of this town, has been promoted to the position of fourth officer of the American liner, City of New York.

While making her dock during Saturday's high easterly, steamer Nantucket swung upon the east end of the pier, striking her stern against one of the piles and splitting off a piece to the water line.

TEN YEARS AGO.

The school vacation of one week is on.

A schooner for this port, with coal for Capt. Killen, sunk in New London harbor, a few days ago.

Graduation exercises of the High school were held on Thursday afternoon, in the North church.

The heaviest snow storm of the winter occurred on Wednesday night, about two inches being the precipitation.

Mr. and Mrs. George H. Paddock celebrated their golden wedding, on the 26th ult., at their home in Providence.

At the graduation exercises, Thursday, two prizes of \$5 in gold were awarded Miss Alice Barrett and George W. Stevens, as the most womanly girl and manly boy in the school, chosen by vote of the pupils.

FIVE YEARS AGO.

Blackbirds have put in an appearance.

The town treasurer's account showed a balance of \$5,100 to carry over to 1906.

A year ago Wednesday, Nantucket was swept by a fierce blizzard, about 18 inches of snow falling.

Repairs are being made to the north side of Steamboat wharf, which has been badly damaged by recent storms.

The graduates of the local High School who received diplomas on Thursday evening were Eda M. Coleman, Isabel W. Joy, Ferdinand Brooks, Charles C. Hammond, Harry Manter, Mary F. Marks, Mary M. Riddell, Maud R. Shaw, Eleanor G. Thurston, Cora Stevens, Esther M. Whelden, Clara L. Bowen, Grover C. Coffin, Pearl E. Coleman, Viola W. Wilkes, Harriet C. Williams.

The new steel steamer "Sankaty," built expressly for the Nantucket route by the New Bedford, Marthas Vineyard and Nantucket Steamboat Company, was launched at the yards of the Fore River Ship Building Company, in Quincy, Thursday, at 12.05 o'clock, p. m., just twenty-five minutes ahead of scheduled hour. The event was of more than ordinary importance to Nantucket for four distinct reasons—first, because the "Sankaty" is the first steamer ever built in this state for service between the island and the mainland; second, because the "Sankaty" is the first steel propeller built for this route; third, because the "Sankaty" was built expressly for the Nantucket service; and fourth, because the boat bears a Nantucket name.

As far as weather was concerned, the conditions could not have been worse. It snowed steadily all day—a sharp, biting snow that cut the flesh deeply. Yet it was the kind of weather that ought to have been expected, for nothing could have been more fitting for the "Sankaty's" maiden plunge into the water than a taste of real Nantucket weather transported to Quincy. But the storm did not prevent a pretty and successful launching, nor did it keep away the large party of invited guests of the Ship Building Company.

At 8.43 a special car left New Bedford with the steamboat officials and their guests, and at Boston the main body of the launching party packed the car to the limit. It was a jolly crowd and everybody was soon acquainted with everybody else, so that when the car pulled out of the South Station behind the 10.45 train for Braintree, there was no doubt of the ultimate success of the launching, though with adverse weather conditions. At Braintree the Fore River Company had one of their locomotives in waiting and in a few moments the special car was speeding over the company's private railroad to the shipyards in Quincy.

The first glimpse of the "Sankaty" was a pleasing sight. The steamer was resting comfortably but a hundred feet from the mammoth battleship under construction for the Argentine Republic, and her hull loomed up high in the air, covered with bright red paint, with the name "Sankaty" in white on either side of the bow, around which had been erected a platform for the launching party, gayly decorated with bunting. Suspended on long red, white and blue ribbons from the very stem, hung the bottle of champagne to be broken across the bow by Miss Elizabeth Hathaway, of New Bedford, a young lady whose years of faithful service in the office of the Steamboat Company had won her the honor of christening the new boat. While the hundreds of workmen were at work like bees under the "Sankaty's" hull, getting everything ready for the final moment, the members of the party took the opportunity to inspect the vessel's hull from stem to stern, and had a fine view of the pretty model, the first boat of this style yet built. When the foreman's whistle sounded for the cutting away of the last bits

SATURDAY MORNING, FEBRUARY 4 1911

LAUNCHING OF STEAMER SANKATY.

A Most Successful Event. Dense Snowstorm Prevailed. Steamer to be Ready for Service in May.



THE SANKATY SLIDING DOWN THE WAYS



MISS ELIZABETH HATHAWAY
WHO CHRISTENED THE BOAT



BROADSIDE VIEW OF THE STEAMER

of timber, there was a momentary hush of expectancy, and just as the "Sankaty" started on her first trip, Miss Hathaway raised the bottle of champagne, and, with one firm blow, broke it across the steamer's bow, saying in a clear voice, "I christen thee Sankaty." It was a pretty scene and hundreds of pairs of eyes watched the boat as she slid down the tallow-smeared ways into the river, where a saucy little tug was waiting to tow her up alongside the dock. The boat took to the water most gracefully and as she righted herself and settled on an even keel, Admiral Bolles mounted the platform and called for "Three cheers for Miss Hathaway and the Sankaty." The enthusiasm voiced from a couple of hundred throats was

echoed by the workmen over on the big battleship, who had ceased the sound of hammering for the moment.

There was a quick scramble for bits of the broken glass for souvenirs, but the neck of the bottle, with its network of ribbon, was preserved for Miss Hathaway and presented her by the Ship Building Company in a neat teakwood box, as a memento of the occasion. Both before and after the launching, Miss Hathaway was obliged to pose before a dozen or so cameras, and made a pretty picture as she stood, gowned in a deep blue dress with a long fur coat, and a black hat trimmed with pink rosebuds. On her breast was a large bunch of violets and in her hand she carried a mammoth bouquet of American Beauty roses, the gift of the Ship Building Company.

The launching over, "all hands," which included officials of the Fore River Company and guests, newspaper men and photographers, to about two hundred in number, were summoned to the main office of the Company, the fourth floor of which is used as a banquet and reception hall upon such occasions. There the party was served with one of the finest luncheons that could be imagined, the affair being entirely informal and delightfully social in every way. After all had their fill of the many good things available, Admiral Bolles, who, by the way, is president of the Fore River Ship Building Company, said a word or two regarding the "Sankaty," emphasizing the fact that the launching had occurred in just the kind of weather the steamer had been built for, the

kind which she would probably encounter hundred of times as she plied back and forth across Nantucket sound. He thought the name a most fitting one and said he was pleased to learn that there were still some names left down on the little island which could be used for boats which his company hoped to build for the route in the future. The admiral did not neglect to include a Nantucket story in his remarks and kept everybody in good humor. Several members of the legislature also spoke and shortly after two o'clock the party boarded the train on the return trip to Boston, after what the Ship Building officials characterized as the prettiest and most successful launching that ever occurred in the yards.

Since work on the "Sankaty" was commenced last summer, everything has gone along smoothly, without a hitch of any sort, from the day the keel was laid. The engines for the boat, pilot house, officers' staterooms, etc., are lying on the dock, ready to be installed as soon as the boilers are placed, and the workmen have already commenced sheathing. It is thought the steamer will be delivered at New Bedford about the middle of April and that she will be ready for service the last of May. Nothing definite has been announced as to the officers of the boat, but it is probable Engineer Orswell will be in charge of the engine at first.

The "Sankaty" is a steel hull, single screw steamer, 195 feet long, with 31 feet beam at the water line and 38 feet at the main deck. She has 18 feet depth of hold, with a draft of 10 feet—three feet more than either of the other steamers now in service. The hull has been built with a flat keel, angle iron frames and reverse frames, and with the side plating above the water line curved out to the edge of the guard, which is intended to do away with the "pounding," common to boats with a flat overhanging guard like the side-wheel boats heretofore in service on the Nantucket route.

She has six water-tight steel bulkheads, dividing the boat into seven compartments. Forward of the collision bulkhead is a space devoted to water ballast, or trimming tank, and a storage room. Next comes the sleeping quar-

ters for the crew, four state-rooms for the petty officers, a mate's locker and a lamp-room.

The boiler and engine occupy the two compartments next aft of the steering, and the compartment aft of the engine contains the kitchen, crew's mess-room, officers' dining-room, pantry, steward's store-room, etc., all reached by a stair-way from the main deck, arranged as on the "Uncatena."

On the main deck of the "Sankaty" there will be a forward stairway to the upper deck, and amidships will be the enclosure around the boiler and engine-room, but with these exceptions the entire main deck as far aft as the purser's office is to be devoted to freight accommodation. As the boat has no paddle-boxes, there will never be any "broken stowing," as in the side-wheel boats, which will make it possible for the "Sankaty" to carry as much freight as either of the other

boats, on less deck area. Her passenger-carrying capacity will be 700.

The after end of the main deck will be arranged with a lobby, or social hall, in the same relative position as in the old boats, having on the starboard side forward the purser's office and on the port side the baggage and mail room, with the main stair-way in the centre and sliding doors leading to the gang-ways on both sides of the boat. The social hall is to be finished in quartered oak.

Directly aft of the social hall will be the smoking room, with the men's lavatory and toilets in the extreme stern. The ladies' saloon will be on the upper deck, aft of the main stair-way, the location being chosen so as to reduce to a minimum the motion and vibration of the boat due to the machinery or rough water. The upper deck will run forward to the stem of the boat, with a large observation room and four state-rooms on each side.

The "Sankaty" will have a hurricane deck open to passenger use, as on the "Gay Head" and "Uncatena," and upon this deck will be located the pilot-house and two officers' state-rooms. The boat is to be equipped with a powerful search-light, with an electric plant of about 150 lights' capacity, and will have plumbing of modern pattern throughout. The entire boat will be heated by steam, so that it will not be necessary to shut

during the winter months, as has been off any portion of the accommodations necessary on the "Nantucket." At the extreme stern of the boat, outside, is a capstan for warping purposes.

The propelling machinery, the installation of which will now be pushed forward rapidly, will be a triple expansion surface condensing engine having three cylinders of 17½, 27 and 44-inch diameters and 24-inch stroke. There will be piston valves on the high and intermediate cylinders and a double-ported flat slide valve on the low pressure cylinder. All the auxiliary pumps will be independent of the main engine. There will be a vertical twin beam air pump, two vertical simplex feed pumps, one horizontal duplex donkey pump and a small duplex sanitary pump. The circulating pump will be an 8-inch centrifugal pump driven by a vertical steam engine.

The screw propeller is a solid cast iron wheel 8 feet 4 inches diameter and 12 feet pitch, and at normal speed the engine should turn this wheel from 135 to 140 revolutions per minute, corresponding to a speed of between fifteen and sixteen statute miles per hour.

The boiler installation consists of four Almy water tube boilers, type "E," having a total grate surface of 160 square feet and a total heating surface of 6,250 square feet, and working pressure of 200 pounds per square inch. The boilers are intended to work at natural draft and it is not intended to fit forced draft apparatus at this time. It is expected that under ordinary conditions the steamer will be run on three boilers, the fourth be-

ing held in reserve for emergencies. There will be two smoke stacks, one for each pair of boilers, and arranged fore and aft with a light and air trunk down between the stacks directly over the fire-room door.

The "Sankaty" will be equipped with four metal life-boats, two life-rafts, and a sixteen-foot working boat on the hurricane deck. She will have two pole masts, which are to be fitted for the installation of wireless apparatus if the needs of the service demand it.

Commercials Won the Championship.

The Commercials of Brockton are for the fourth time champions of the Massachusetts Amateur Bowling League, winning the honor for the second successive season and making almost a clean sweep in the series. The Commercial team was made up of Dr. George A. Thatcher, Arthur J. Chase, Burton Stewart, Charles W. Kingman, Benjamin R. Chapman and Dr. C. Ernest Perkins. Chase won the league individual championship—177 5-12—and also the single string honor—233. Stewart won the honor for three-string total—609. Dr. Perkins has bowled on every Gilt Edge team that has represented the Commercial Club.

When you make doughnuts, remember that it isn't the hole that fills up a hungry boy's appetite. Put in some doughnut, as well as a great big hole.

When your stocking feet are past mending, cut off the legs for bags to put on over the broom when wiping walls or floors.

Feb. 11. 1911

Reminiscences

FORTY YEARS AGO.

Schooner Mary Anna, Capt. Lennan, wrecked off Great Point, Sunday night. No lives lost.

Capt. Isaiah Folger advertises a lot of No. 1 mutton hams, at his store, corner of Milk and Main streets.

Sunday morning was the coldest of the season, the mercury in many localities standing at 3 degrees below zero.

Schooner Yarmouth, of Hyannis, arrived at Brant point, Friday, bringing several passengers and two or three Boston papers, but no mail.

THIRTY-FIVE YEARS AGO.

Robinson & Codd are planking their steamer with cypress boards.

Married, in Brockton, 13th ult., Edward Graves, of Brockton, and Mrs. Mary J. Swain, of Nantucket.

Married, in this town, 3d inst., by the Rev. C. N. Hinckley, Charles J. Vincent and Miss Mary Winslow.

Married, in New York, Charles S. Brooks, formerly of Nantucket, and Miss Lizzie Harrington, of New York.

Miss Mary H. Kelley, of this town, graduated from Bridgewater Normal school with honors, at the close of the present term.

William C. Marden is filling the position of keeper of the Cliff lights in place of Capt. Charles B. Swain, 2d, who resigned because of ill health.

THIRTY YEARS AGO.

The harbor offers an opportunity for fine sleighing.

Nantucket is to come in for \$25,000 in the River and Harbor bill.

Gunning on the bar has been the pastime of numerous Nimrods this week.

Messrs. Smith and Wyer have housed nine-inch ice from Maxcy's pond, this week.

Two degrees below is the lowest average point reached by the mercury thus far.

"Prose versus Poetry" will be the subject considered at the Sherburne Lyceum on Monday evening.

TWENTY-FIVE YEARS AGO.

Fine sleighing, Saturday and Sunday.

A cold, disagreeable fog prevailed Thursday.

Married, in San Francisco, January 19, Charles F. Brown and Mary Elizabeth Houghton.

The Helping Hand Society gave a successful supper in Atheneum Hall, Tuesday evening.

The steamer cut her way out through the ice, Saturday, getting into clear water just before 10 o'clock. She returned Sunday, landing her passengers and mail at Brant Point, near The Nantucket.

TWENTY YEARS AGO.

D. W. Burgess & Sons are erecting a large henery on their farm.

Six of the ten graduates of the High School have returned for a post-graduate course.

The local New England Order of Protection held a social and dance in Smith's hall, Wednesday evening.

The three-masted schooner Abel W. Parker has been purchased for Capt. Henry E. Snow, of schooner Mary Ellen.

The school committee, at a recent session, voted to increase the salaries of several of the lady teachers. The changes are as follows: Misses Adlington, Cox and Chase, \$300 each; Misses Wyer and Barrett, \$350 each; Miss Hussey, \$375; Miss Ring, \$400.

FIFTEEN YEARS AGO.

Rollin M. Allen is putting steamer Coskata in complete repair.

Albert C. Bunker has sold his property on Main street to Mrs. Sarah Jane Macy, of New York, on private terms.

Married, in this town, 29th ult., by the Rev. J. C. Emery, assisted by the Rev. J. R. Patterson, Oliver C. Chadwick and Miss Ida R. Smith.

A fortunate discovery of a dangerous condition of affairs in the Inquirer and Mirror building, Wednesday, probably averted a serious conflagration.

Miss Marianna Hussey, teacher of room No. 5, Academy Hill, entertained her graduating class at her home on West Chester street, Wednesday evening.

TEN YEARS AGO.

Steamer Petrel's crew are harvesting an ice crop.

The cold snap has caused a suspension of operations on 'Seonset building.

Little Marion James was tendered a surprise party, Saturday afternoon, by a number of young friends.

Heavy northwest gales prevented the trips of steamer Nantucket, Tuesday, Wednesday and Thursday.

Atheneum Hall was packed on Sunday evening, on the occasion of the W. C. T. U.'s temperance rally.

Young friends of Miss Mary Marks surprised her at her home on Pleasant street, Wednesday evening, and had a jollification.

FIVE YEARS AGO.

The fishermen are complaining of a scarcity of bait.

Robert B. Coffin has sold his Tom Nevers Head cranberry swamp to Horace B. Maglathlin.

Married, in Boston, 22d ult., Frank M. Miller of Nantucket, and Marjorie M. Carey, of Fitchburg.

Married, in Nantucket, 11th ult., by the Rev. F. W. Manning, Edward W. Norcross and Madeleine L. Grant.

Herbert P. Smith ran his catboat on a rock, Wednesday, and in consequence the craft was hauled out, the following day, for repairs.

Nantucket's Expenses.

From the table appended below it will readily be seen how the expenses of the town of Nantucket have increased during the last seventeen years, through the appropriations made at the annual town meeting. In 1893 the total appropriation was but \$34,900, and in 1910 it had risen to \$71,681.08—just about double.

1893—\$34,900	1902—\$60,335.00
1894—\$31,000	1903—\$60,852.67
1895—\$41,000	1904—\$59,726.50
1896—\$41,000	1905—\$43,385.53
1897—\$29,750	1906—\$62,091.66
1898—\$37,285	1907—\$69,563.66
1899—\$45,800	1908—\$60,791.66
1900—\$46,850	1909—\$68,455.38
1901—\$40,619.46	1910—\$71,681.08

Nantucket Institution for Savings

At the annual meeting of the Corporators of the Nantucket Institution for Savings, held January 16, 1911, the following-named officers were elected and subsequently qualified for the ensuing year:

PRESIDENT:

Almon T. Mowry.

VICE-PRESIDENTS:

Reuben C. Small,

Henry Brown

CLERK:

Josiah F. Murphey.

TRUSTEES:

Almon T. Mowry	Albert G. Brock
Reuben C. Small	David Parker
Henry Brown	Charles E. Snow
Ernest H. Jernegan	Josiah F. Murphey
George C. Rule	Arthur H. Cook
James A. Holmes, Jr.	John M. Winslow
Edward G. Thomas	Byron E. Pease
Henry Paddack	Ellenwood B. Coleman
William F. Codd	William Holland
	Lester Hull

NEW CORPORATORS:

Walter M. Burdick, John R. Killen,
Harry B. Turner.

CORPORATORS:

Published in accordance with the provisions of Section 169, Acts of 1902.

Almon T. Mowry	Frank Riddell
Reuben C. Small	John C. Jones
Henry Brown	Arthur W. Jones
Ernest H. Jernegan	William H. Wyer
George C. Rule	Eugene S. Burgess
James A. Holmes, Jr.	Millard F. Freeborn
Edward G. Thomas	B. Chester Pease
Henry Paddack	Charles F. Hammond
William F. Codd	Harry B. Smith
Albert G. Brock	Alexander M. Myrick
David Parker	Alfred E. Smith
Charles E. Snow	Daniel C. Brayton
Josiah F. Murphey	Addison T. Winslow
Arthur H. Cook	Albert C. Orpin
John M. Winslow	William T. Swain
Byron E. Pease	Walter M. Burdick
Ellenwood B. Coleman	John R. Killen
William Holland	Harry B. Turner
Lester Hull	Philip L. Holmes
	Clinton Parker

At a subsequent meeting of the Board of Trustees, held January 16, 1911, the following persons were elected a

BOARD OF INVESTMENT:

Almon T. Mowry	Ernest H. Jernegan
Reuben C. Small	James A. Holmes, Jr.
Henry Brown	Edward G. Thomas
	George C. Rule

TREASURER:

Lizzie S. Riddell.

ASSISTANT TREASURER:

Walter M. Burdick.

Josiah F. Murphey, Clerk.

Feb. 18, 1911.

Reminiscences

FORTY YEARS AGO.

Married, in this town, 13th inst., by the Rev. S. D. Hosmer, Frank J. Stuart and Isabel A. Swain.

Married, in this town, 12th inst., by George Cobb, Esq., George L. Fisher and Sarah C. Barrett.

A sum of money has been raised by subscription, amounting to about \$180, which is to be distributed among the brave men who risked their lives to save the crew of schooner Mary Anna, on Sunday night last.

At the annual meeting of the Nantucket Gas Company, on Wednesday evening, the following-named gentlemen were re-elected directors for the ensuing year: George W. Macy, Frederick W. Paddack, William Cash, Isaac Macy and William Starbuck. A. M. Myrick was chosen treasurer.

THIRTY-FIVE YEARS AGO.

William H. Waitt has been appointed a Justice of the Peace for this county.

Married, in Middleboro, 21st ult., Nelson Curtis Ruberg and Hattie J. Packard.

Married, in New Bedford, 26th ult., George F. Brown and Miss Mary A. Wheeler.

Married, in this town, 6th inst., by the Rev. A. B. Whipple, William Wallace Russell and Miss Fannie E. Beebe.

Henry B. Worth and Walter R. Hussey, of the Bridgewater Normal school, are spending their vacation on the island.

The Island Home grounded on the bar on her return trip, Monday, owing to an extremely low tide. Capt. Alexander B. Dunham went to her and brought mail, papers and some passengers to land.

THIRTY YEARS AGO.

James C. Russell, formerly of Nantucket, has accepted a position on the Campello Press.

Charles E. Pratt, of this town, is to remove to Texas, to engage in sheep-raising with his brother.

Married, in Campello, 26th ult., Frank N. Haven and Miss Carrie A. Gruber, formerly of this town.

Schooner Eddie Pierce, Boston for Norfolk, with an assorted cargo, was in the ice off Tuckernuck, last week.

Schooners Almeda and J. W. Carver were ashore on West point rip, Muskeget, this week, the Carver proving a total wreck. The Almeda will be floated as soon as the ice will allow. The Uriah B. Fish, on Great point, has been stripped and is now in the underwriters' hands.

TWENTY-FIVE YEARS AGO.

The Humane Society's boat house at Quinnet is being moved back from the edge of the bluff.

Married, in this town, 18th inst., by the Rev. Cyrus A. Roys, James C. Woodside, of Roxbury, and Lydia B. Hallett, of Nantucket.

The Board of Selectmen organized Thursday evening, with the choice of John W. Hallett for chairman and Henry Riddell secretary and treasurer.

A petition is circulating for signatures, which contemplates calling a town meeting at an early date to take action relative to causing all dogs to be muzzled during several months each year.

TWENTY YEARS AGO.

Capt. B. R. Burdett is building a catboat for the Cary brothers.

The Island Home did not leave her dock until late, Thursday, a high wind prevailing at the hour usual for her departure.

A fine portrait of the late Maria Mitchell, in black and white crayon, by Wendell Macy, is on exhibition in C. H. Crowley's window.

D. C. Brayton on Tuesday completed his active duty in the U. S. Navy, after a service of 40 years, having attained the age limit.

Schooner Benjamin Diggs cleared from the Nantucket Custom House, last week, for St. Johns, N. B., being the first American vessel to clear from this port for a foreign one in thirty years.

FIFTEEN YEARS AGO.

The weather bureau office reports 50 miles per hour as the maximum velocity of wind for Friday.

Heavy gales have prevented the return of the steamer for three days.

The Wewooders are preparing for a high-class minstrel show.

The graduating class, which held its exercises in the Methodist church, Friday evening, included the following pupils: Ida E. Long, Carrie E. Brown, Annie A. Mitchell, Mary E. Killen, Catherine F. Roberts, Mattie Manter, Ethel Dunham, Gertrude C. Holmes. An essay by Miss Helen Ridgway, formerly a member of the class, was read by Miss Sarah Mack, of the second class.

TEN YEARS AGO.

The ice embargo is on and yeast-cakes are in demand.

Edgar Ramsdell is credited with having bagged sixty black ducks, recently.

The Christian Endeavor Society held an Author's Supper in the vestry, on Wednesday evening.

Harry Dunham, of Polpis, took off a large hatch from one of his incubators, Friday. From 307 eggs he got 208 chickens.

Officer Norcross of the police force has joined the Coskata life-saving crew. His place has been supplied by the appointment of Arthur C. Cary.

Parishioners of the Baptist church surprised their pastor, the Rev. Thomas S. Sayer, on Saturday evening, with an old-fashioned donation party, the occasion being his birthday anniversary.

FIVE YEARS AGO.

The young people are enjoying excellent skating.

Married, in Boston, January 7, James T. Worth, of Nantucket, and Annie M. Driscoll, of Boston.

Owing to heavy easterly weather, steamer Nantucket did not make her regular trip to Woods Hole on Tuesday.

Married, in Boston, 4th inst., Florence Alice Brownell, of Nantucket, and William C. Green, Jr., of New York city.

Mr. and Mrs. James P. Coffin entertained friends, Tuesday evening, at their home in Sconset, to celebrate their 35th anniversary of Mr. Coffin's birth.

Feb. 25, 1911

Reminiscences

FORTY YEARS AGO.

The annual town meeting adjourned on Thursday afternoon.

The annual meeting of the Nantucket and Cape Cod steamboat company was held in the Atheneum, Thursday evening.

Married, in Wilmington, N. C., 9th ult., George W. Lewis, of Wilmington, and Maria Russell Coffin, formerly of Nantucket.

Henry W. Clark met with a severe accident, on Monday last, while at work on schooner Lucy Church, at the wharf, by the fall of a burton-block from aloft. His shoulder was dislocated by the blow.

THIRTY-FIVE YEARS AGO.

A surprise party was tendered Mrs. J. W. Cook, on Tuesday evening.

The Unitarians held a tea party on Monday, to celebrate the centennial anniversary of the birth of the United States.

The Board of Firewards organized Saturday evening, with Capt. Stephen Bailey as chairman, and Joseph S. Barney as clerk.

Married, in this town, 18th inst., by the Rev. A. B. Whipple, Joseph F. Williams and Miss Sarah B. Swain, both of Nantucket.

William J. Burgess has been confirmed by the state council as pilot through the waters of Vineyard Sound and over Nantucket shoals.

THIRTY YEARS AGO.

No boat Thursday, owing to a strong northwest gale.

Sloop yacht Mollie, of Hyannis, is at Muskeget, with a gunning party.

Miss Louise S. Baker occupied the pulpit of the North Congregational church, Sunday.

James H. Gibbs has sold his large cottage at the Cliff to Mrs. Henrietta S. Griffiths, of Springfield, on private terms.

The hull, spars and effects of schooners U. B. Fisk and Almeda were sold at auction, Thursday, by A. M. Myrick.

TWENTY-FIVE YEARS AGO.

The mercury fell to 20 degrees on Thursday.

The new stairs at Sankaty Light are in position.

Married, in this town, 27th ult., Charles A. Burgess and Mrs. Julia A. Williams.

The annual meeting of the stockholders of the Nantucket and Cape Cod Steamboat Company was held on Tuesday.

Brig Merriwa, from South Amboy for Boston, with 420 tons of coal, parted one of her cables during Wednesday night's gale, and dragged ashore at Great Point, about 2 miles from the life-saving station.

TWENTY YEARS AGO.

Friday opened up a snow storm.

Trees are already putting out buds.

A lot of series lamps have been put up on Main street by the electric company.

The selectmen organized Friday evening, with the choice of A. T. Mowry as chairman and John Harps as secretary.

The Island Home waited for the Vineyard boat, Wednesday, and, in consequence, did not reach port here until after 6 o'clock.

FIFTEEN YEARS AGO.

The stone crusher arrived on Saturday's boat.

The harbor was full of thin ice Tuesday morning.

Schooner Elias Ross, with stone for the state road, arrived Saturday from Vineyard Haven, in tow of tug Susie D.

Little Miss Lunette Bacon entertained young friends, Tuesday, on the occasion of her tenth birthday anniversary.

Steamer Nantucket is taking to the mainland every day, a lot of old rails belonging to the Nantucket Central railroad.

On Monday, the homestead of the late William S. Chadwick was sold at auction, by A. M. Myrick, Lauriston Bunker being the purchaser.

TEN YEARS AGO.

Capt. John Killen began a second harvest of ice on Friday.

Work upon G. Herbert Brinton's hotel at Sconset is being pushed forward rapidly.

St. Paul's Episcopal Society has extended a unanimous call to Rev. J. W. Gill, to become its rector.

Nantucket was released from the ice embargo on Monday, when steamer Nantucket reached her pier after an absence of seven days.

Schooner J. D. Ingraham, Smith, Amboy for Nantucket, broke her fore-gaff in Vineyard Sound, the 7th, arriving at Vineyard Haven leaking badly.

FIVE YEARS AGO.

Hiram Wade Macy entertained a number of friends, Thursday evening, at his home on North Liberty street.

Mr. and Mrs. George M. Morris are receiving congratulations on the birth of a 10½ pound son, born on Sunday last.

Mrs. J. W. Cook was tendered a surprise party, Thursday afternoon, the occasion being her birthday anniversary.

The Board of Selectmen organized Friday evening, with Philip L. Holmes as chairman, and John M. Winslow as secretary.

Miss Marion Cook left Tuesday for Boston, where she will enter the Massachusetts Homeopathic Hospital, to study for the profession of nursing.

Concerning Marriage Intentions.

Attorney Gen. Swift has ruled that marriage intentions are public records and cannot be legally withheld by city or town clerks. It has been very generally considered by these officials that marriage intentions were not public records, and a bill was introduced in the Legislature to make them public. The decision of the attorney general at this time is considered sufficient, and the legislative committee on judiciary voted leave to withdraw the bill.

Unanswerable.

At the dedication of a new fire engine in a little town on the Massachusetts coast, the following toast was proposed: "May she be like the dear old maids of our village; always ready, but never called for."—Success Magazine.

Heavy Snow.

Nantucket was visited by the heaviest snowstorm of the winter on Monday last, the flakes beginning to fall at 9 o'clock in the morning and continuing to fall steadily until late in the evening. An absence of wind permitted the snow to fall level and as a result there were 8.6 inches recorded at the local weather bureau station, which brought excellent sleighing.

Steamer Nantucket returned to the island early in the afternoon, even though the sound was swept by a dense snowstorm, and the passengers reported the trip very comfortable. Some surprise was felt about town when word came that the boat had left the Vineyard for Nantucket, for the townspeople felt that Captain Furber would have been justified in not making the passage, and no one would have ventured to criticize him had he put back to Woods Hole, instead of continuing across the sound. As it was, however, the steamer had a very smooth passage and reached here before 2 o'clock.

SATURDAY MORNING, FEBRUARY 25 1911

PROPRIETORS' WAYS

Opinion Rendered the Town by Henry B. Worth, Esq., in the Matter of the Public's Rights About the Shores and Ponds of the Island.

The people of Nantucket have never been more deeply interested in the settlement of a public question than in that of determining the public's right about the shores and ponds of Nantucket, and for several years the voters, when assembled in annual town meeting, have endeavored to take such steps as would result in more enlightenment on this important question. In February, 1910, a special committee was appointed to investigate the matter, which committee made its report just before the meeting adjourned sine die on Friday morning week. The report was in the shape of an opinion rendered by Henry B. Worth, Esq., of New Bedford, an expert on such matters, which opinion was made only after a thorough search of the records of the Proprietors and the town, and it is the result of many weeks of laborious work on the part of Mr. Worth and his assistants. The opinion reads as follows:

The town of Nantucket, having passed a law, was performed thereon by vote at its annual town meeting in 1910, seeking to have made some investigation concerning the public rights to the roads or ways originally granted by the Proprietors around the shores and ponds of the Island and to employ counsel if necessary.

The common lands of Nantucket at this date, 1821, were within the control and management of the Proprietors of the common and undivided lands, and the town of Nantucket as a municipality had no control over them.

This action was based upon information that previous to 1846 most, if not all, of the lay-outs of divisions of the Island of Nantucket did not extend to high-water mark, but were surveyed so that there was left between the Division and the shore a space from four to six rods wide, in some cases merely omitted in the lay-out without mention of the purpose, and in others, as in the case of Shimmo, the strip was specifically dedicated as a way for the public. Probably the purpose was in all cases to omit the strip along the shore and around the edge of the ponds to protect whatever rights the inhabitants might have in those bodies of water. In particular there were in 1821 laid out by the proprietors a number of large divisions, viz: Middle Pasture; North Pasture; Smooth Hummocks; Trotts Hills; Maddaket; Head of the Plains. In the votes by the proprietors was included the following provision:

"We have also laid out all the necessary roads in the Town Pasture leading to town and elsewhere, as may be seen by the Plat accompanying this report, each Plat bearing date with this and signed by us as a committee employed as aforesaid.

N. B. W. have also laid out roads four rods wide round all the ponds within the several tracts laid out, and have left ten rods between the Shares & the Shore, in all places where the Shares come by the shore for roads & other public uses. And also have laid out roads four rods wide round all the Swamps within the several tracts laid out, except some small swamps which are included in the Shares."

There is no question that this provision is in effect a dedication of the

some town official, this would complete the acceptance of the way, and it became a public road without the formality of a vote of the town. In this way most of the roads and streets of Nantucket and other towns established before 1846 became public ways, and there is no record of any layout of the same, nor acceptance by the town. Actual occupation by the public created the public right.

But in every case of an unaccepted street previous to 1846, it is necessary to show a dedication in the beginning, then actual and continuous use by the public over the land dedicated, together with work performed thereon by public officials like the Surveyor of Highways, and then our courts have held that these facts would be evidence of the establishment of a public way. Previous to 1846 there could be formal lay-outs of roads in the same manner as since that date, but such were infrequent.

After the dedication by the proprietors in 1821 of these various strips of land along the shore and around the ponds there is absolutely no evidence of travelled use of the same by the public. While persons may have passed over the same, it has been more because they were open and not with the purpose of following the particular line established by the Proprietors, so that there has been no travelled track worn in the ground marking the places where these dedicated strips existed.

There is further no evidence that any work has ever been performed on any of these strips by a surveyor of highways for the purpose of making them convenient for travel. The requirements, therefore, necessary to establish them as public ways are entirely lacking beyond the initial stage of dedication.

The records of the town have been examined between 1821 and 1848, and there has been no vote accepting this dedication. In accordance with the decisions of the Supreme Court, the acts by the public, necessary to establish these strips as public ways, cannot be discovered, and consequently the conclusion is inevitable that they are not public roads, and the public has no right in them. It further is the

NANTUCKET'S OLD MILL.

The Story of the Island's Famous Land-mark, as Told by Allen Day in a Recent Issue of the Scientific American. How a Yankee Sailor Introduced the Dutch Wind-mill Into New England.

Nantucket's historic wind-mill has been the theme for many a newspaper and magazine article, yet few have endeavored to give to the average reader a comprehensive idea of its construction and operation. In a recent issue of the Scientific American, however, Allen Day presents some facts regarding the old land-mark which have never before been published, and although some of the writer's statements are not exactly correct—especially in reference to the mill as being in actual operation at the present time—we feel that the article will be of interest to all who have even a passing knowledge of "The Old Mill."

As a matter of fact, the mill has not been in operation for nearly twenty years, but its peculiar mechanism is intact and it is thought it may be operated again after a few slight repairs are made. The last miller was a Portuguese named John Frank Sylvia, and he had as assistant the late Peter Hoy, who later became custodian of the mill. The mill was placed in operation occasionally as late as 1892, and the last time it ground any grain the meal



An exterior view of Nantucket's old wind-mill and the big vanes to which sails were attached to catch the wind.

was done up in small paper bags and sold as souvenirs. Since 1892, however, its vanes have never been turned, but it has been inspected by thousands of visitors to the island each summer, and since it became the property of the Nantucket Historical Society a number of years ago, has been shingled and its exterior kept in thorough repair.

Whether it will ever again be placed in operation is a question. Such an event has been under consideration by the committee having the mill in charge, who feel that the operation of the old mill, at certain intervals during the summer season, and the placing on sale of the meal that is ground, in the shape of Nantucket and Old Mill "souvenirs," might prove quite an attraction and also increase the earnings of the mill as a museum. A careful and thorough examination of the movable parts would first be necessary, but there is no doubt the mechanism is still in safe and proper working order.

For the following article and the illustrations which accompany it, we are indebted to the Scientific American and its editors.

The island of Nantucket is a miniature Holland in the number of its windmills. There are several types, ranging from old-time water lifters to the modern air motor, for there is not a creek or even a rivulet on the island, and the people must depend on rain falling on the roofs of their homes and collected in cisterns, or upon hand force pumps or air power for drawing water. Some of the more enterprising farmers have tanks at a height of forty to fifty feet above the ground, supported by steel lattice towers. The ocean winds blowing over Nantucket create an air current which often blows at the rate of thirty miles an hour, and thus the underground water is pumped into the tanks. Piping extending to the ground, thence to the fields and gardens, forms a little irrigation area, while the force is enough to sprinkle lawns and flower beds and to furnish water for washing and other domestic purposes.

But the most interesting industry in



Interior of mill, showing stones for grinding corn; how they are turned by wooden cogs; also the rim of the great wooden wheel into which the cogs fit to cause the stones to turn.

Nantucket is a grain mill operated by wind assisted by "man power." It is the last of three that actually turned the corn—the only grain that will grow on the island—into meal. It is probably the oldest windmill in actual operation in America. It was completed in 1746, and with the exception of a few years, has been grinding corn since that time—165 years. The idea that the air current could be used for power for grinding grain occurred to Nathan Wilbur, a Nantucket sailor. He had visited Holland, which is wind-swept similar to Nantucket, and saw the canvas wings forced by the wind, sawing lumber, as well as converting grain into food products. When Wilbur told of his plan, the Nantucket people ridiculed it, but he was not discouraged, and decided to

build the mill himself. On the island coast many shipwrecks had occurred. The oaken beams washed ashore furnished material for the framework, while deck planking of white oak, still as tough and firm as when pinned into the vessel, was available for the exterior.

One of the oddest features of this curious old mill is the way in which man aids the wind in its operation. While the air currents sweep over the island as steadily as over the sea, since it is 30 miles from the nearest shore, the breeze or the gale may continue from thirty-six to forty-eight hours without diminishing in force—enough to move the wings of the great wind wheel at full speed without the need of other power. But Wilbur thought of the days when the breeze was light, and when it might be necessary to run the mill continually to supply the demand for meal. His marine experience brought to his mind the idea of the capstan, which allows

merely one man to exert a force that far excels his unaided strength. But the capstan was used for raising anchors, tightening ship cables—how could it be used for a corn mill?

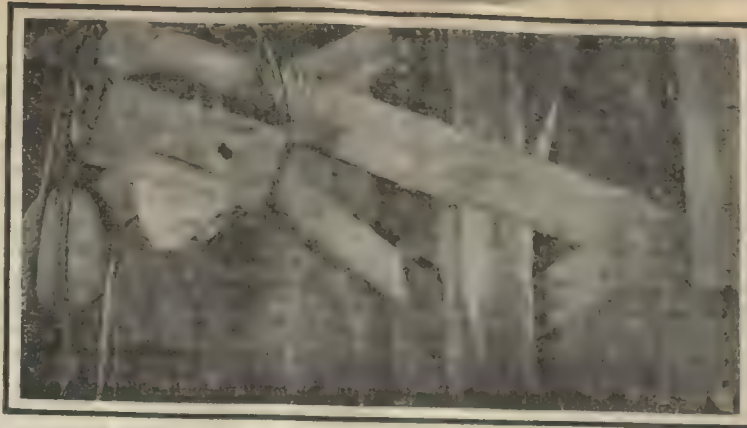
Wilbur thought it over, and evolved a plan which was as ingenious as it proved to be practical. While, as stated, his neighbors had at first ridiculed the scheme of building the mill, they began to have more faith in him as they understood his plans more clearly. Then he told them that he could aid the wind in grinding by turning a spar attached to a capstan on the ground. With the help of teams of his neighbors, an old spruce mast among the wreckage that had drifted on the coast was hauled to the mill site. The upper end was fitted with

a rim of hickory cog teeth, and the lower end set into the hub of a wheel. The cog end was fitted into the rim of what the railroad man would call the driving wheel, which moved the upper grindstone.

Wilbur cut and shaped the ship timber with a kit of tools brought from England. Piece by piece the framework rose from the ground. Its shape was octagonal. Nails were too expensive for fastening, and screws and bolts were unknown. So every part of the framework is held together by pins of hickory wood driven with a hammer through holes cut in the timbers. Although the mill from the roof to the ground is fifty feet high, Wilbur designed and constructed every part of it, except the grindstone shaft, and assembled the various parts. Only when he was ready to set the "machinery" and grindstones in place did he have help. The material for the upper portion was hauled up piece by piece by means of a rope and a pulley fastened to the top of a wooden beam

set firmly in the ground. In this way he placed the pieces in position without other aid.

What the construction of this curious mill meant in time and labor may be realized when it is stated that the spar alone is 50 feet in length, 12 inches in diameter at the top, tapering



Stone brake by which speed was increased and decreased by a box loaded with stone set on a controller beam and operated by a pulley.

to 6 inches where it is set into the wheel which is turned by the capstan. The four wings or arms of the wind wheel driven by the wind are each 30 feet in length, having a maximum width of 6 feet. They are covered with sail duck lashed to the framework with tarred cord running through brass eyelets in the cloth.

The interior mechanism of the mill is remarkable from an engineering standpoint. What might be termed a "driving wheel" is set in the top of the mill. It is also made entirely of oak. There are no spokes, as the wheel is solid, planks an inch in thickness extending from the hub to the rim. The rim itself is no less than a foot square in thickness, composed of sections cut into concave shape, so that the whole forms a circle which is

11 feet in diameter. The sections of the rim are also held tightly by wooden pins, and the exterior of the rim is covered with a band of iron, taken from a wrecked ship. Projecting from the inside of the wheel rim are wooden cogs. These intersect another set of hickory "teeth," each three inches in length, which are wedged into the vertical shaft that revolves the upper grindstone. Consequently, as the driving wheel turns, it also turns the shaft. Such is the process that performs the actual grinding, the meal pouring into a hopper on the floor below.

The grinding shaft is another novel feature of the mill. As already stated, nearly all the material of which it

into the mill, is connected in this way with the hub of the wheel, and as the spar is turned by the capstan, this aids in keeping the wheel in motion. The shaft of the wind wheel framework extends to the center of the driving wheel, and, turning by the action of the wheel as driven by the wind, communicates power to the grinding machinery in this way.

As it is necessary to control the force of the wind at times when the velocity is too great, and the wheel might be damaged by turning too rapidly, the builder of the mill designed a crude brake which counteracts the force of the wind and controls the speed of the wind wheel when necessary. It consists of a heavy oak beam, to one end of which a box of stone weighing several hundred pounds is attached by a rope and a pulley. One man can raise and lower the box, so carefully is the weight adjusted. The end of the beam projects under the shaft extending from the hub of the wind wheel into the mill. It is held loosely in a rope noose, and when it is necessary to check the speed, the

box of stone is loosened and the weight presses down. On the principle of the see-saw, the other end moves up and presses against the wind wheel shaft. This brake is also used to stop the wind wheel at night, or when operations are suspended.

was constructed was "home-made," but even oak was not strong enough to revolve the granite grindstone, as it is a foot thick and six feet in diameter, with a hole for the driving shaft only four inches square. Wilbur solved this problem by making a combination shaft. He had a bar of iron forged in England, of the length required, and of a width that would exactly fit the hole in the stone. He set this through the stone, the lower end being buried in the ground beneath the mill, thus anchoring the shaft. Above the grindstone the iron was fastened to the wooden shaft by clamping the ends together with a heavy iron "collar" or band.

The method of applying the power generated by the wind wheel, and the spar and capstan system, are as interesting as the way in which the grindstone is turned. The operation of the spar has already been explained. The cog principle is again used, however, in its connection with the mill. The upper end of the spar, which projects



The shaft which is operated by the wind-mill. It was never repaired although in operation nearly 150 years. The shaft was cut out of oak, and all iron, including the shaft end that fits into the stones, was brought from Great Britain.

The capacity of this mill is ten bushels an hour when operated at its greatest speed. But one man is necessary to perform the operations. The arrangement about grinding corn is a custom handed down from the older days. Farmers bring the grain to the mill, and when it is converted into meal and weighed, each farmer gives the miller three quarts out of every bushel of grain which is ground, or about ten per cent.

Mussels for Food.

A valuable food resource of the nation which so far has not been developed is to be found in the mussel beds which extend, on the Atlantic coast, from Maine to North Carolina, and on the Pacific from Washington to San Francisco.

Irving A. Field of the U.S. fisheries laboratory at Woods Hole, Mass., in a bulletin entitled "The Food Value of Sea Mussels," says the natural beds of sea mussels are capable of applying wholesome food to thousands of persons at the expense of the trouble of collecting them.

It is possible, he believes, to develop an industry in the marketing of mussels which may surpass even that of the oyster and at the same time have no injurious effect upon that trade.

Plenty on Point Reminiscences

FORTY YEARS AGO.

Cape Cod has stored up 25,000 tons of ice thus far against the hot season.

Married, in this town, 9th inst., by the Rev. W. H. Starr, John R. Raymond and Mrs. Mary A. Taylor, both of Nantucket.

About 150 tons of coal have been saved and brought ashore from the wrecked schooner Mary Anna, and the remainder, about 50 tons, has been sold where it lies, in the vessel, for \$12.

THIRTY-FIVE YEARS AGO.

Raw, easterly weather.

The largest catch of cod off the south side, Thursday, was seven.

Married, in this town, 5th inst., by the Rev. C. N. Hinckley, Joseph M. Folger, Jr., and Miss Lizzie A. Thomas.

At a special meeting of the Board of Selectmen, Monday evening, Capt. J. Palmer Nye and Charles Coon were chosen night watchmen.

THIRTY YEARS AGO.

A terrific southeaster raged Wednesday.

A pension has been allowed Albert C. Coffin.

Capt. B. F. Morris will run yacht Naia the coming season.

Dories floated from Surfeide, Tuesday, and twenty cod were landed, the first of the season.

Yacht Vesta, Capt. William Jernegan, has been chartered for a trip down East, to leave early in June.

Friends of Mr. and Mrs. Joseph M. Folger, Jr., surprised them at their home on Orange street, Saturday evening, the occasion being their fifth marriage anniversary, or "wooden wedding."

TWENTY-FIVE YEARS AGO.

John S. Appleton has contracted for the mason work on Hotel Nantucket.

Married, in New York city, 26th ult., Leedom Sharp and Fannie A.C. Shepherd.

Married, in this town, 2d inst., by the Rev. F. Bowler, Leonard Morris and Mrs. Mary C. Ellis.

A fire reported by the tower watchman on Thursday evening proved to be a building in Vineyard Haven.

Married, in Worcester, 25th ult., Henry L. Smith, formerly of this town, and Miss Jennie L. Bond.

TWENTY YEARS AGO.

Public school pupils enjoyed a half-holiday, Wednesday.

Too much easterly wind Friday for the steamer to put forth.

Pupils in Academy Hill schoolhouse are now practising fire drill.

The new life-boat for the Great Neck station has been carried out.

The moors in the Cambridge section were afire last Sunday, and came near working disaster to the Barrett farm on Madaket road.

Walter Coggeshall has resigned his position with Adams Express Company at New Haven, and left Monday for Redlands, California.

FIFTEEN YEARS AGO.

John M. Winslow took official charge of the local postoffice, last Monday.

Married, in Edgartown, 13th ult., Thomas W. Fisher and Miss Charlotte Hamblen.

Mrs. George W. Hooper entertained friends, Saturday afternoon, at a drive whist party.

A large four-master rode out the gale of Monday, Tuesday and Wednesday, a few miles back of the bar.

The young people of the Epworth League held an ice cream social in the Methodist church vestry, Thursday.

TEN YEARS AGO.

William D. Sylvia has shipped as first officer of steamer Cape Cod, of Boston.

A dramatic entertainment, in Atheneum Hall, Wednesday evening, under the auspices of Unity Club, drew out a large audience.

Mr. and Mrs. Thomas Bickerstaff celebrated their tenth wedding anniversary, Monday evening, at their home on School street.

The House committee on public service reported leave to withdraw, Wednesday, on the petition of Henry Riddell, for the establishment of the salaries of the Judge and Register of Probate for Nantucket.

FIVE YEARS AGO.

Steamer Nantucket towed barge George Hughes across the sound, last Saturday morning.

A heavy northeaster prevented steamer Nantucket making her trip to Woods Hole, Friday.

Benjamin Robinson is erecting an addition to the cottage of Miss Anna C. Baxter, at Beachside.

Capt. and Mrs. David E. Ray entertained friends, Tuesday evening, at their home on Fair street.

A high class minstrel show, under the auspices of the Wauwinet Tribe of Red Men, was staged in Atheneum Hall, Wednesday evening.

Nantucket's Town Clock.

The original clock which was placed in the tower of the South Congregational (Unitarian) church, on Orange street, and which was replaced by the present one in 1881, was made on the island and first used early in the year 1823. The steel, iron and brass work of the old clock was finished by Samuel Jenks; the dials and hands were designed and made by Robert W. Jenks; and the castings, which were of brass, were made by Edward Field. A man named Barzillai Davidson, of Providence, was assisted by Walter Folger, Jr., in adjusting the instrument, which was made in the old Morris building, on lower Main street.

The present time-piece was a gift to the town from William Hadwen Starbuck and was first set in motion on the evening of Saturday, the 28th



The Old South Tower, Wherein Stands the Starbuck Clock.

of May, 1881. The description of the new clock, published at the time of its installation nearly thirty years ago, was as follows:

"The clock itself weighs 1,800 pounds and carries hands on four dials, nine feet four inches in diameter. The wheels are all made from brass, cast especially for the purpose. The pinions are made from the best of square steel forged round. The arbors also are of steel. The journals are made from brass and all run in composition boxes, and so arranged that any one of the shafts can be removed without disturbing the others, assisting very much when the clock requires cleaning. The length of the pendulum is ten feet and beats thirty-six times to the minute. The pendulum ball weighs one hundred and seventy-five pounds. In arranging the winding, there is a pinion attached to the key, the key turning three times to the barrel once, thereby enabling one to wind with more ease.

In the place of the rope on the barrel, there is a wire cord, made expressly for that purpose, the strength of which is tested to a strain of 2,500 pounds. The height of the clock is seven feet; width of the face, twenty-six inches; length of the face, five feet four inches. The arrangement for setting the clock is very simple, there being a dial on the clock movement, inside comparing with the outside, and by pressing on a pin all five dials are

set at the same time. The striking train raises a hammer weighing sixty pounds and is so arranged that if it refuses to strike at any given hour, it will strike correctly the following hour, making what we call a repeating clock. The length of the cord which is run off the striking barrel during the week is one hundred and fifty feet; that of the time barrel fifty feet.

A new room built especially for the purpose has been put up over the new clock, a new floor having first been laid. The clock room is seven and one-half feet by seven feet, and seven and one-half feet high, with glass sides and ends three feet above the floor, made as tight as possible to protect from dust. A part of the partition on the side of the stair leading to the belfry was taken away to give more light to the clock room."

The North Church Bell.

The original bell that hung in the North Church tower was supposed to have become cracked and the present bell was purchased to succeed the old one, which seemed to have outlived its usefulness. The old bell, however, was sold to New Bedford church people, when the old Liberty Hall on the corner of Purchase and William streets was first erected for religious services. The bell continued to serve the people of New Bedford until it was melted by the fire which consumed the old wooden Liberty Hall. Just how it happened to have been condemned in Nantucket and afterward performing so well in New Bedford, was never satisfactorily explained.

SATURDAY MORNING, MARCH 18, 1911

ROBBERY OF NANTUCKET BANK.

As Told in Detail by William Coffin and Albert Gardner in 1816, in a Pamphlet Which Endeavored to Correct a False Impression Regarding the Crime. A Convict's Statement in Connection With the Robbery.

Through the courtesy of Alanson S. Barney, we have been privileged to peruse an ancient booklet entitled "Narrative of the Robbery of the Nantucket Bank," which a short time ago came into Mr. Barney's possession. Although other copies of the booklet are doubtless in existence, the reading matter which it contains is very interesting. It was compiled from the original documents by William Coffin and Albert Gardner, and was printed by Henry Clapp, at Nantucket, in the year 1816. The "narrative" reads:

"The Nantucket Bank commenced business in the latter part of the month of May, or the early part of June, 1795, and was robbed on or about the 20th of June following. When the directors were first called together and informed by the cashier of the robbery, he stated to them that he first discovered it by missing some gold, that he found all the doors locked, but recollected a trifling derangement in one of the locks that secured the entrance to the banking-room.

By charter, the capital stock of the bank was \$40,000, to be paid in three instalments. One instalment only had been paid, but there had been deposits to a large amount, so that, upon examination, it was found the bank had lost about \$8,000 more than all the stock paid in. It was then agreed by the directors to keep secret the robbery, as a precautionary measure, to prevent any ill consequences that might arise from an immediate run on the bank.

Persons were immediately dispatched to Boston to consult with such of the stockholders as resided in that town, upon what was most advisable to be done, and to procure a supply of money to meet all such demands as should be made upon the bank. When the Boston stockholders were made acquainted with the robbery, they recommended an immediate payment of the second instalment and furnished their part in specie. The stockhold-

ers at Nantucket, generally, paid the second instalment, and the robbery of the bank was not made public until the 25th of June. The bank continued business and a reward of one thousand dollars was offered to any person who should discover the villains concerned in the robbery.

It having been ascertained that several persons, who did not belong to the island, had recently left it, Capt. Joseph Chase was appointed by the directors a committee to proceed to Providence and to cause them to undergo an examination. He returned without making a discovery, but he informed the directors that one of the judges of the court observed to him that "if Zeb. Wethers was on the island at the time of the robbery, he knew of no person in the United States so likely to be concerned in the business." Chase and the directors having no knowledge of Wethers, the observation of the judge made but a slight impression upon their minds.

About the middle of July following, it was reported that a man, charged with the robbery of the Nantucket bank, had been arrested in Philadelphia. It was soon ascertained that this man was arrested for some other crime; but upon examination, so much gold was found in his possession as to induce the mayor of the city to suspect him of some concern in the affair of the bank. Two Nantucket gentlemen were, in consequence of the

mayor's suspicions, called upon to identify the man. Neither of them could say they had ever seen him at Nantucket, but one of them recollected having seen him in Connecticut, where he passed by the name of Sanford (a name Wethers was known by at New Haven). Soon after this he was brought into court by writ of habeas corpus, and nothing but the suspicions of the mayor and one other gentleman appearing against him, he was discharged upon giving bonds for good behavior. A man named Johnson was arrested with Witherly, but nothing appearing against him, he was immediately discharged—left Witherly in the Philadelphia jail, went to New York and remained there until Witherly obtained his release.

It is necessary that we digress a little from the story of the bank, in order to introduce to our readers, in due form, John Clark, Jr., Witherly and Johnson. [Here follows an account of the crimes committed by these three men previous to their connection with the robbery of the Nantucket bank.]

The next account of Witherly, Johnson and Clark is at New York, on the 18th of June, from whence they cleared out the sloop Dolphin, purported to be owned and commanded by John Orsborn, of Sagatuck, Ct., and bound for Nantucket, where she arrived on the 17th of June, 1795, and left on the night of the 20th.

John Clark went to the custom house to enter the sloop Dolphin. The collector having recently seen him, immediately recognized him, and observing by the vessel's papers that John Orsborn was master, inquired why the captain did not come himself and enter his vessel. Clark informed the collector that the captain was seized with smallpox and they had, in consequence of it, landed him on Long Island. On examining the manifest, it appeared that Clark had signed John Orsborn's name to it at New York. The shipper was George Jones, a name that Johnson had assumed in the affair of the hemp with the Tilly, and the consignee was James Smith, one of the numerous names that Witherly had taken upon himself. So that, in fact, John Clark was master of the sloop Dolphin, Johnson the shipper, and Witherly the consignee; all of them on board at Nantucket on the 20th of June, 1795, under fictitious names.

By the manifest, flour, bacon and corn were cleared out at New York, but when the sloop arrived at Nantucket, she had only 300 bushels of corn on board, which was sold at a little below the market price, ten minutes after her arrival. On Saturday afternoon, Clark informed that he should not sail till Monday. His vessel was somewhat stripped, and nothing was indicative of an intention to leave immediately. Some persons, who had the run of the vessel, observing that she had left, were not a little surprised at it, and expressed their surprise to those near them.

When the news was received at Nantucket that a man charged with the robbery of the Nantucket bank had been apprehended in Philadelphia, inquiry was made to ascertain what vessels were at Nantucket at the time of the robbery. It was then that the particulars above related to were obtained. It was afterwards ascer-

tained, beyond a doubt, that the story of Orsborn's having smallpox was a fabrication. A Mr. Jessup and other respectable gentlemen of Sagatuck, neighbors of Orsborn, knew that he went to New York in the Dolphin, returned home without his vessel, and was discharged from the hospital.

At about two weeks he again went to New York, returned with his vessel, stripped her, and she lay unemployed a number of weeks. During all this time Orsborn had plenty of cash, to the great surprise of his neighbors who were acquainted with his circumstances and knew them to be indigent. Yet before he had been employed in fishing, had made a bad voyage, had been in no way since to repair his finances—and that he should be so suddenly in funds was a matter of astonishment to the neighborhood. The robbery of the Nantucket bank was known. After that no one doubted that Orsborn was indirectly concerned in the robbery and obtained a share of the booty. We think this digression pardonable, as it was necessary, not only to make the reader acquainted with the characters of Clark, Johnson and Witherly, but to follow them through a short period of their lives and trace them to Nantucket, at the very moment of the robbery. The writers of the narrative here return to the trend of their story.

On receiving intelligence from Philadelphia of the arrest of Witherly, one of the directors advised to send a person there, with a view of examining him; but a majority of them were opposed to this measure, for, unfortunately for the peace of the community, the symptoms of the malady that afterwards so severely afflicted them began to appear and produced the most alarming apprehensions. A want of unity distracted the councils of the directors, and rendered abortive every rational attempt at discovering the robbers. No measures were adopted in earnest, no energy appeared in those who should have been vigilant in pursuing the villains; but they were industriously employed in working on the fears of the weak and the cupidity of the dishonest to collect evidence of guilt against their innocent neighbors.

William Coffin about this time received a letter from the postmaster of New Haven, touching the character of John Clark, Jr., together with an advertisement of beef, pork and other articles supposed to have been stolen by Clark and his gang and sold at Nantucket. Mr. Coffin immediately laid the letter and advertisement before the directors of the bank, informing them, at the same time, of his having found some of the provisions described in the advertisement. The circumstances were so strong against Clark and his gang as to excite a belief in the directors that they were actually the bank robbers.

About this time intelligence was received that Johnson was, a second time, arrested in Philadelphia. In consequence of this information, Joseph Chase was dispatched to Philadelphia as an agent for the bank, and William Coffin and Josiah Barker, Jr., accompanied him at their own expense. On their arrival at Philadelphia they found that Johnson had broke jail and made his escape. One

of the men held as witnesses was, however, brought before the Nantucket men for examination, in the course of which he stated that Witherly informed him and John Orsborn that the money they took from Cow-bay had been stolen from the Nantucket bank by himself, Johnson and Clark.

While Messrs. Chase, Coffin and Barker were in Philadelphia, they received information that Witherly was in New York. Coffin took an officer who was acquainted with the person of Witherly, and went on to New York to apprehend him. Chase finally overtook him in the night, at New Haven, as he was on the point of embarking for the West Indies. When Witherly was brought to Nantucket, in irons, he was delivered into the custody of the bank directors, who had entire charge of him and kept him in a very singular manner. No complaint was made, no accusation was set up, and no legal proceedings were had against him. He was confined in the chamber of a dwelling house, and none but the directors permitted to have access to him. In this strange manner he was kept for some time, until he grew tired of his confinement, and then he walked off, while two men were guarding him, and in the same room. He was, however, soon retaken and a few days afterwards was committed to the county jail.

After Witherly's commitment the directors furnished a guard day and night. This was in the spring of 1796. Immediately afterwards Joseph Chase went to New York, arrested John

Clark and brought him to Nantucket. Upon examination, Clark confessed that he carried off in his vessel the money that Johnson and Witherly stole from the bank and he related many of the minute circumstances connected with the robbery.

John Orsborn was arrested on or about the same time. Witherly was captured at New Haven, and gave bail for his appearance at the trial. Some time in April, 1796, John Clark was committed to an apartment of the same prison in which Witherly was then confined. The directors still continued to guard the prisoners, though with culpable remissness. Witherly had, during his confinement, frequent conversations with individual inhabitants of the island, and was very communicative to his guards. He exhibited such a total indifference to the punishment that awaited the crime of burglary, of which he was confessed guilty, as could have arisen only from the most depraved heart, or an assurance of safety and protection from his nominal prosecutors. No doubt both causes, operating conjointly, would produce the effect witnessed, but from the circumstances attending his escape there cannot be much hesitation as to what cause his indifference ought to be attributed.

Daniel Killey, one of the guards appointed by the directors to watch in the jail yard, in the course of conversation with Witherly, received a full and explicit confession of his robbing the bank. Killey immediately gave information of the conversation he had with the prisoner and in doing this thought he was discharging his duty to himself and doing the directors a service, but in this he was mistaken, for a short time afterwards his services as a guard were dispensed

with. Not long after Killey's discharge, Clark and Witherly made their escape from the prison, notwithstanding there were two of the directors' guards in the prison yard at the time. After continuing secreted several days on the island, they left in a boat belonging to the United States, proceeded to Connecticut, from thence to Long Island, sunk the boat in a harbor there, to prevent pursuit, and made good their retreat. No one who was conversant with the whole plan of maneuver ever doubted but the prisoners had assistance. That Witherly and Clark could escape from the jail, while two men were watching in the yard, continue secreted for several days upon the island, and avoid the search of the whole populace, unless they were assisted by some one of their particular friends, is absolutely absurd to suppose. It is all perfectly reconcilable, however, with the subsequent declaration of Witherly, 'that he had as many friends at Nantucket as anywhere else.'

In the summer of 1797, Albert Gardner applied to the attorney general of Massachusetts for assistance in apprehending those whom he considered the bank robbers, and subsequently Witherly was again arrested in New York, sent to Nantucket, when he was delivered into the custody of the sheriff of the county, who carried him to Boston and placed him in prison to await trial. Before he received trial before the grand jury, however, he broke jail and the next news had of him was in the state prison at New York, where he died.

The writers then elaborate upon the suspicions held in Nantucket in connection with the bank robbery, of the persecution and oppression of a number of respectable citizens, touching upon accusations which intimated that the directors of the bank held to the belief that the robbery was committed by some of their own townsmen, etc., and emphasizing the commandment "Thou shalt not bear false witness against thy neighbor." The depositions and affidavits which the "narrative" contains were supposed to set at rest all suspicions that the robbery was committed by others than Witherly, Johnson and Clark. The most conclusive of these is the following:

Convict's Statement.

State Prison Office,

February 14, 1816.

William McFate, a convict, states that about the year 1797 he became acquainted with John Clark and his father, the former boarding in the same house with him—at a Mr. Miller's, in Call street, New York—his father boarding at Mr. William Parker's.

John Clark, Jr., informed McFate that he and Johnson and Witherly had robbed the Nantucket Bank of \$22,000 or upwards, all of which was in gold and silver; 16 pieces of which gold was apparently new, about the size of guineas. He showed them and gave four of them to McFate.

The manner of robbing the Bank is as follows: Witherly, John Clark and Johnson fixed keys a few days previous, and then left Nantucket and went after their vessel, a schooner or sloop, and returned in the middle of the night. Entering the bank they found themselves much at loss when they found a padlock on the door that led to the money. They went to work in the Bank and made a key of pewter,

which took them two hours and prevented them from taking as much money as they calculated. They kept carrying it off until near daylight.

When getting into the vault, they found some bags hanging up, broke open the boxes and filled the bags. The gold was put up in cartridge, in about equal amounts and believes it was in boxes and not in a pot, as first understood. John Clark had at first \$8,000 for his share; but don't know whether it was his just proportion of the whole amount; but it was in gold and silver.

Johnson and Witherly then discharged Clark and he went to his father's; but how he reached home, he (McFate) don't know. Johnson and Witherly then went with their money to a place near Hell Gate, and after taking out \$500 each for immediate use, they buried the remainder and went to New York. Witherly employed a man by the name of William Parker, who kept a porter house in Ann street, near Theatre alley, to go with his vessel and fetch the money hid to New York, which he did. Witherly hid the money in his cellar and covered it with a large quantity of wood. Then he told Parker he could go home and he would call on him in half an hour, which he did, with \$100 tied up in a handkerchief, which he gave Parker for his trouble, and that was all Parker got of the money.

A man by the name of John Orsborn was sick at the house of Witherly. Learning the money was hid in the cellar, and being better the next day, he walked out, and the next evening came to Witherly's cellar with a key he had made to open a large padlock, went into the cellar and took away all the money. He then bought a large, elegant farm and placed his wife on it, and then bought a handsome topsail schooner and went in her as master to Edenton, N. C. The schooner had a good freight and a number of passengers, among whom was McFate and John Clark. He further states he bought several vessels.

While boarding at the before-mentioned place, three of the directors (Quakers) of the Nantucket Bank called on old Mr. Clark at his lodgings to make inquiry concerning the robbery of the Bank, and asked for an interview with his son, which was acceded to after a few days. The meeting was held at a public house, previous to which John Clark consulted McFate, who told him that he could not see how he could give them any information without criminating himself; but on hearing assurances that John Clark should not be injured, they consented to the meeting. The Directors then stated their great object was to do away a censure that was on some of their neighbors, and did not calculate on getting any of the money back.

McFate was in the lower part of the house at the time of the meeting, but went home before the meeting broke up, having been informed that they apprehended no danger. The next morning J. Clark told McFate that he had given them all the information he could. J. Clark got up about 7 o'clock and went aboard of the schooner. McFate was to wait until the Captain called for him, between the hours of 8 and 9. The three directors called at the lodgings of J. Clark and inquired for him, and was told by McFate that he had gone that

morning for Philadelphia in the stage.

About 4 months after, McFate left J. Clark in the West Indies, and on returning to Boston found that Witherly was in gaol. Then he saw William Parker, who told him that he was there as a witness in favor of Randall Ryce, and also told him that the directors (Quakers) that called on John Clark in New York were directly in opposition to what they told Clark, that they (meaning, as he supposed, the persons they pretended to befriend, Johnson and Parker) were taken up in Philadelphia and committed to prison and kept separate.

Johnson made a pewter key, by which means he unlocked his door and made his escape over the wall. Parker was discharged for want of evidence. John Clark gave his father 1,500 crowns for a sloop, and the old man hid the money in his barn, knowing where it came from. He (John, Jr.) went with the sloop to New Providence, and lost vessel and cargo, saving the mast, for which he got \$100. (This was before he saw the directors.) The last McFate heard of John Clark he was at Norfolk, and he died either there or on his way to England. Johnson, after breaking out of Philadelphia prison, took a very fine seed horse he owned and swam across the Schuylkill and went to Canada. He has not been heard of since; he was once in the Castle at Boston, but broke out.

Witherly broke prison at Boston, previous to his trial and came to New York, dying in that prison. McFate is confident that there was no other person concerned in the robbing of the Bank than the three named above, viz: J. Clark, Jr., Witherly and Johnson.

[Signed]

Wm. McFate.

North Church Supper.

The annual church supper was held in the Old North vestry, Wednesday, at 6.30 o'clock. An attractive menu, consisting of cold ham, beef loaf, potato and Mexican salads, rolls, coffee and assorted cake, was served. The hall was filled to overflowing, two hundred and fifty persons being gathered there for the annual repast. The tables were decorated with St. Patrick paper napkins, and each plate number was marked on a pasteboard four-leaved clover. The favors were green paper hats.

The ladies in charge of the tables (who deserve much praise for the systematic manner in which the event was carried out) were as follows: Miss Mary Macy Riddell and Miss Hattie May Barrett; Misses Mary Brock, Isabel Coffin and Maud Winslow; Mrs. Lewis Ray and Mrs. Levi Nickerson; Mrs. Leon A. Royal and Mrs. Frank Riddell; Mrs. Randolph Swain, Miss Cora Stevens and Miss Maude Adams; Miss Edith Ray Sylvia, Miss Alice Crocker and Miss Pauline Smalley; Mrs. Dora Nickerson and Miss Viola Celeste Thomas; Mrs. James H. Wood, Jr. Young ladies of the Sunday School and Christian Endeavor Society waited on the tables.

After the supper, an interesting program was presented, under the able management of Miss Mary Macy Riddell, chairman of the Christian Endeavor social committee. The first number on the program was a vocal

solo by Miss Emma Cook, which received warm applause. Two readings by Miss Isabel Coffin brought forth the usual ovation. A vocal quartet, consisting of the Misses Helen Thomas, Alice Coleman, Olive Allen and Helen Smith, was well received and the young ladies responded with an encore. A duet by Miss Cook and Charles A. Sawyer and a solo by Mr. Sawyer, as usual, was received enthusiastically.

The last number on the program was a 30-minute playlet, entitled "How the Story Grew," eight young ladies acting the role of gossiping neighbors to such perfection that one wondered where the story would end. Needless to say, Mrs. Brown, Mrs. Green, Mrs. Bean, Mrs. Rice, Mrs. Doolittle, Mrs. Snow, Mrs. Taylor and Mrs. White each added a little of their own invention to the story as first told, until by the time Mrs. White had it, it had lost all semblance to the original story. The young ladies who so ably took part were Miss Mary Macy Riddell, Miss Mary Brock, Miss Harriet Crosby Williams, Miss Hazel Thomas, Miss Viola Celeste Thomas, Mrs. Dora Nickerson, Miss Olive Crosby Raymond and Miss Esther Nickerson.

Both the supper and the entertainment were voted a grand success, financially as well as socially.

Reminiscences

FORTY YEARS AGO.

The hull of the wrecked schooner Mary Ann was sold at auction by A. M. Myrick, Saturday, for \$23.

Cod have been taken in large numbers, this last week, and have found ready sales at six cents per pound.

Married, in New Paltz, N. Y., 8th ult., James W. Gardner, of Nantucket, and Miss Emma J. Vradenburgh.

Occasional flocks of wild geese are now seen, passing in a northerly direction for their summer excursions.

Mr. and Mrs. Charles Hathaway celebrated their fifteenth wedding anniversary on Tuesday evening, the 14th.

THIRTY-FIVE YEARS AGO.

A cold snap, Tuesday morning.

Married, in Boston, Moses Farnham and Miss Rebecca M. Watson, of Nantucket.

Seventy-five vessels and six steamers were in sight from the tower, Thursday, bound down sound.

Schooner W. O. Nettleton is receiving freights preparatory to commencing her trips for the season.

Married, in Boston, 3d inst., Thomas J. Bates, formerly of Nantucket, and Miss Sarah S. Baldwin, of Boston.

THIRTY YEARS AGO.

Light fall of snow, Saturday night.

A new town clock is expected within three months.

The public school pupils were given a half-holiday on Tuesday.

Fishermen have floated from Surf-side several times this week.

James H. Gibbs has been awarded the contract for building the school-house at Polpis.

A piece of wreckage, supposed to be a portion of bark Hazard, came ashore east of Nobadeer, last week.

Married, in this town, 16th inst., by the Rev. Daniel Round, Edward P. Norcross and Mary R. Lamb, both of Nantucket.

TWENTY-FIVE YEARS AGO.

Coal from the wrecked vessels is selling at \$5.75 per ton.

Folger & Brock have painted the house of Mrs. Peter Folger, North street.

Stephen S. Gibbs has been appointed keeper of the jail and house of correction.

Mrs. F. B. Smith held a masquerade party for the young people, Friday evening.

Schooner Island City made her first trip to Boston this season on Sunday, with wreck stuff.

The Rev. George H. Hepworth has assumed the position of editor-in-chief of the New York Herald.

TWENTY YEARS AGO.

Blackbirds are with us.

Tuesday's storm kept the boat at her dock.

The new organ for St. Paul's church has arrived.

W. H. Norcross is to have a stable built on his land on Vestal street.

A pension amounting to \$12 per month has been granted Mrs. Catharine Killen.

FIFTEEN YEARS AGO.

Alfonso Hall has been recently enlarged to a length of 70 feet.

Hurricane signals were up Thursday night—for the third time this winter.

William G. Remsen, of this town, has accepted a position in the employ of the Ward line of steamers plying between New York, the West Indies and Mexico.

Monday morning revealed snow a foot deep on the level. Fog and a heavy rainfall during the day reduced it rapidly and warm sun, Tuesday and Wednesday, completed the obliteration.

A special town meeting was held on Monday evening, to act upon the question of representation for the town, at a hearing before the justices of the Supreme Court, as to why an injunction should not issue, restraining the town from paying any money on account of Muskeget.

TEN YEARS AGO.

Mechanics in all lines are very busy at the present time.

William Holland has purchased the Skinner property on Pearl street.

Fire swept over a large area of outlying land east of Long pond, Sunday.

The contract for lighting the streets of Siasconset has been awarded Franklin H. Folger, for \$240.

James H. Wood floated his dory Sunday at Surfside and landed 83 cod—the first of the season.

Thirty-four friends of Miss Evelyn Rutter gave her a very successful surprise party, Monday evening.

About twenty young friends of Frank Ramedell surprised him Tuesday evening at his home on Gardner street.

FIVE YEARS AGO.

The Rev. Thomas S. Sayer has accepted a call to the New Bedford South-Baptist church.

Capt. Charles Grant, our oldest master whaler and male citizen, passed away on Sunday, the 18th.

The engagement is announced of Professor Bert G. Wilder, of Ithaca, and Miss Mary Field, of Boston.

The stable belonging to R. E. Burgess, located on "the bank," Sconset, has been moved to Gibbs swamp.

Carl Wyer was surprised by young friends, Tuesday evening the occasion being his ninth birthday anniversary.

Married, in this town, 4th inst., Charles C. Chase, of Nantucket, and Mary H. O'Connor, of Montreal, Canada.

Miss Susie Thomas entertained a company of friends at her home on Orange street, Saturday evening, on the occasion of her birthday anniversary.

Reminiscences

FORTY YEARS AGO.

One hundred shares of the Cape Cod Railroad stock have been sold, at \$70 per share.

Dr. Arthur Elwell Jenks lectured in the Athenaeum, Thursday evening, on "Dickens' Place in our Hearts and Homes."

Lieut. Henry G. Macy, of this town, left New York the 23d ult., for Rio de Janeiro, to join the South Atlantic squadron.

THIRTY-FIVE YEARS AGO.

Eclipse of the sun, Friday.

Beach grass at the head of the harbor was burning, Thursday.

A new safe for the Pacific National Bank arrived in town, Thursday.

The Selectmen have awarded to Dr. B. F. Pitman the position of town physician.

William J. Howard, engineer of steamer River Queen, is supplying Mr. Bucknam's place, the latter having gone away on a visit.

A schooner from Nova Scotia, bound for Boston, with a cargo of Liverpool salt, ran in under lee of Sconset, Wednesday, and anchored.

THIRTY YEARS AGO.

The leaf buds are swelling on the trees.

The town cistern on Main street is receiving needed repairs.

Nantucket is said to have gone to the front as a "tea fight" town.

Schooner J. S. Perry, of Weehawken, is discharging coal for the Steamboat Company.

Married, in Brockton, 16th inst., Walter H. Hewett, of Nantucket, and Miss Lizzie M. Thayer.

R. A. Fuller have been appointed advertising agent for W. L. Stork, manager of the Baltimore summer excursions.

Married, in this town, 21st inst., by the Rev. Daniel Round, William H. Wyer, 2d, and Miss Ella R. James, both of Nantucket.

TWENTY-FIVE YEARS AGO.

Excellent progress is being made with the skating rink.

E. F. Whitman has been chosen leader of the Mechanics' Band.

Benjamin G. Tobey has been engaged as tenor by the Unitarian Society, to fill a vacancy in the choir.

The life-saving stations have been inspected this week by government officials, who arrived on revenue cutter Gallatine.

The Boston Towboat Company has contracted with Capt. J. M. Winslow to float one of the vessels ashore at Muskeget.

TWENTY YEARS AGO.

The fishermen are meeting with only moderate success in shore cod-fishing.

Patrolmen at Surfside recently picked up 4,000 feet of lumber on the beach east of the station.

Mrs. Eliza Wyer recently celebrated her eighty-sixth birthday anniversary at her home on Union street.

A sailboat coming in over the bar, Saturday, during the heavy gale, shipped a sea and had her sail carried away. Steamer Coskata went to her assistance.

FIFTEEN YEARS AGO.

The Odd Fellows held a social in their hall, Wednesday evening.

Married, in Brockton, 11th inst., George M. Hart and Nellie E. Mitchell.

William Root Bliss has recently compiled a new book, "Quaint Nantucket."

Nickerson & Ceeley, proprietors of the Nantucket Clothing Store, have dissolved partnership.

A bill to restrict fishing in Sesachapond, introduced by Representative Gardner, was before the Fisheries and Game Committee, on Tuesday.

Miss Abbie Curley was surprised by a number of young friends, Monday evening, at her home on Quince street, it being her thirteenth birthday anniversary.

Mrs. Albert S. Clark has contracted with the school committee to make the flags for the schools of Nantucket, under the supervision of D. C. Brayton, U. S. N.

TEN YEARS AGO.

Masons are plastering in G. H. Brinton's new hotel in Sconset.

Married, in Atlantic City, 26th inst., Ellery B. Folger and Mrs. Ida Hay.

The Wannacomet Water Company has commenced laying the new 10-inch mains in upper Main street.

Miss Kidder's dancing class held an enjoyable sheet and pillow case social in Smith's Hall, Saturday evening.

Walter M. Keane has secured a position in the Boston postoffice and left this week to assume his new duties. Walton Adams has been chosen to fill the vacancy in the local office.

FIVE YEARS AGO.

D. W. Burgess & Son are preparing to put a refrigerating plant into their market.

On Wednesday evening, the twenty-first, Mr. and Mrs. William H. Wyer celebrated their silver wedding anniversary.

The engagement is announced of Miss Ethel Cartwright Remsen, daughter of Mr. and Mrs. Joseph G. Remsen, and Dittlow Schroll, of West Orange, N. J.

The busiest part of the town at present is South Water street, where several forces of men are at work removing cobblestones, sewer and surface drainage pipes—preparatory to the rebuilding of South Water and Lower Pearl streets.

Unity Club.

The executive committee of the club has been obliged to make changes in the dates of the last two meetings of the year. Our representative, Dr. Sharp, has kindly consented to repeat his vivid, interesting, illustrated lecture on the Arctic Regions, but he cannot be with us until April 15.

The closing entertainment of the season will be given on May 11, consisting of a concert by the celebrated Standish Quartette of Boston.

ATURDAY MORNING, MARCH 25, 1911

THE LOSS OF SHIP MANCHESTER.

A Thrilling Tale of the Wreck of a Nantucket Ship in 1855, as Described by Captain Coffin's Son, One of the Two Survivors
Out of the Crew of Nineteen. The Captain was
Killed by Natives and His Wife Drowned.

On the seventh of April, 1854, the Nantucket ship Manchester, commanded by Capt. Alexander H. Coffin, sailed from New York on a voyage to Valparaiso. Four months later, while rounding Cape Horn, the vessel struck a sunken rock, drifted about in a sinking condition for twenty-four hours, and on August 29th grounded on a small island near Terra del Fuego, and opened in two parts. For some months no word was heard from the Manchester and she was reported as "missing" until the following August, when relatives of Captain Coffin in Nantucket received the details of the disaster through the medium of the United States Consul at Valparaiso.

After weeks and months of suffering and hardships, during which Captain Coffin and all but two members of his crew were killed by the natives, the survivors were rescued by the Spanish war vessel *Meteoro* and brought to Valparaiso. It appears that while the war vessel was anchored in the Straits, on the 25th of May, 1855, several native boats put out from the shore, and among the natives were two Americans, literally as naked as the Indians, who asked to be taken to Valparaiso, explaining that they were the sole survivors of the Nantucket ship Manchester.

Thomas Edward Coffin, son of Captain Coffin and one of the survivors, when he arrived in Valparaiso, wrote the following details of the affair to his cousin in Nantucket. His letter reads:

Valparaiso, June 20, 1855.

Seth B. Coffin, Nantucket, Mass.

Dear Cousin Seth:

Can I, must I, tell the sad tale? Yes, I must. The ship Manchester, of Nantucket, left Montevideo July 28th, 1854. We had very pleasant weather till we got off the Capes; then we had an awful gale which lasted two weeks; in that time we made little headway. On the morning of the 28th of August, we struck a sunken rock about 30 miles from the land. As soon as we had struck, we sounded the pumps and found she made water fast. We rigged them and went to pumping, but having coal in, that choked them; we got the boats out, but there being a heavy sea running, they were stove. Then there was no hope for the ship.

Having lumber in, Father thought that she might keep on the top of the water, providing she had her masts cut away, which was done. At 3 o'clock in the afternoon we saw land. At 9 o'clock in the evening, she was full of water and the sea made a clean breach over her. At 5 o'clock the

next morning, she went on a reef close to the land, and, being full of water, a heavy sea broke her up in twenty minutes.

Father and Mother, the steward, the second mate and myself were in the cabin, Mr. Pitman and the crew were on the house, when the main-mast went by the board, carrying him and the crew overboard, and we heard nothing more of them. Those in the cabin when the ship went to pieces went down, all amongst the timber, rocks and kelp. Father had his arm around Mother and he did not intend to part with her, but a rope or chain passing between them, they were separated. Mother never came up, but Father and myself arose. He saw me and said, "What poor soul is that?" I replied, "It is Thomas." He then told me to come to him, and I did so, and we got up on the lumber. By and by we saw the stern of the ship and got upon it and drifted five miles—to an island. Four days later we were joined by the second mate and one seaman from another island, three miles from the ship.

We remained on the island one month; in that time Father made a boat and we went to the island where the second mate came from. There we found provisions and some lumber. Father made another boat larger than the first, intending to get to St. Carlos, on the island of Chiloe, 600 miles from where we were; but alas, he never succeeded. On the second of November the second mate died, of consumption.

On the twenty-second of the same month, some natives came to the island; we received them with kindness and took them into our house and warmed them and gave them biscuit and water. Seeing the second mate's clothes, they wanted them, and we gave them all but a pair of pants. When they were ready to go, we gave them some more bread and they left and went to the top of the hill and deposited the clothes. One came back and Father said, "Thomas, give him a chunk of fire." I did so, but he did not want that; he wanted more clothes. We gave them the pants then, and then the rest came down and wanted the clothes that were on us. Father said, "You don't want our clothes and for us to be naked and cold?" But they were treacherous. Father saw it in their eyes and said, "George, get a bolt and defend yourself."

Then I had to witness an awful scene. One native tried to wrench the bolt that Father had, while two others got on the top of him, having a club hammer, with which they gave him an awful blow over the left eye, which knocked it out and spilt his brains all over his face. At the same

time, George had three more on him, but he knocked two over. They ran a spear through the sleeve of my left arm.

Seeing Father on the ground I ran to him and tried to put him in the boat, but he was too heavy. George, seeing Father on the ground, said "Take me, take my clothes; but don't kill me." Said I, "No, jump into the boat." We shoved her off and I jumped in; but he fell in the water. The natives, seeing that we were escaping, ran on a point of land and threw a spear at me; but the Almighty guided it and it passed within a few inches of my body and struck in the boat and broke in pieces. Then George got in.

Finding that they could not reach us with spears, they began to throw rocks at us, one of which struck me on the head, giving me a gash, and the scar of it will remain through life. We worked our boat to another island close to where the ship struck. There was the fore part of the ship and some canvas, but not a soul was there, or any provisions. We made a boat's sail and after committing ourselves to the care of the Almighty we started back to our island to get the bread. When we arrived there we found Father's body stripped naked. We obtained two barrels of bread and having got them into the boat, we left as quickly as possible, as we didn't know but what the natives might be concealed somewhere near. We also left Father's body on the rocks. We got back to the hulk and there we remained till nearly all our bread was out, waiting for a fair wind and good weather. At last it came and we

started for St. Carlos with one-half a barrel of bread. We managed to get 100 miles along the coast. At last our provisions were out and we lived six weeks on raw muscles, berries and roots.

On the 15th of February, 1855, we saw some natives, and they being friendly, we gave ourselves up to them and remained with them until May 25, 1855. While living with them, we lived principally on a dead whale which had been buried for months and therefore was rank and putrid.

On the 25th of May, we saw the Chilean brig-of-war Meteor, Capt. Martenas, and were brought to this port, arriving June 24th. The Consul has taken care of me and the American Captains here are very kind to me. We go home in the bark Eliza, Capt. Phillips, of Baltimore.

This is the account of the awful tale. Only two saved out of nineteen—Robert Wells (called George on board the ship) and myself—and I feel thankful to my God for his kindness in sparing my life. I have found three letters from home. Tell Louisa to be a good girl and mind Aunt Lydia, for now she has no dear Father or Mother. I would write to Thaddeus and Aunt Lydia, but the story is too awful. I will now bring this to a close by bidding you good-by. Please excuse all blunders and bad writing.

Thomas Edward Coffin.

The following are the names of the officers and crew of the Manchester: Alexander H. Coffin, muster; Charles H. Pitman, first mate; David R. Evans, second mate; Joseph Francis, steward; John Alexander, cook, all of Nantucket. Seamen—Jarius H. Butler, of Bees; Edward Bennett and William Johnson, of Rhode Island; Robert, Joshua and Loring Wilson, Mass.; William H. Fisher, Delaware; Thos. Numes, New Orleans; William Richards, New Jersey; Joseph Gram, North Providence; Robert Wells, New York. Thomas E. Coffin (captain's son) of Nantucket.

Passenger, Mrs. Eliza Ann Coffin, (captain's wife), daughter of the late Thaddeus Worth, of this town.

Nantucket's Custom House Did Not Earn a Penny.

The annual announcement is made that an attempt will be made to rehabilitate the customs service by a readjustment of the collection districts. Such recommendation is invariably contemporaneous with the appearance of the annual report of the secretary of the treasury, showing that there are a great many districts that do not pay expenses. In this immediate vicinity, the custom house at Nantucket did not turn a penny into the treasury, while the custom houses at Edgartown and Barnstable were conducted at a loss. The logical thing is to consolidate these districts within the New Bedford district, but the consolidation of districts means a curtailment of the patronage of congressmen, and legislation on such lines is thereby quite hopeless.

The treasury records show that, while the customs in 1910 produced \$333,331.153—nearly half the government's total income from all sources—forty-one of the 160 collection districts were losing propositions. At least ten of the forty-one were a dead loss. Only two of them cleared a ship, entries of merchandise were made at only two others, but none of the ten collected a penny. Their expenses ranged from \$12 to \$1,070 for the year. These ten were: Port Jefferson, N. Y.; Galena, Ill.; Nantucket, Mass.; Cairo, Ill.; Tuckertown, N. J.; Patchogue, N. Y.; Vicksburg, Miss.; Paducah, Ky.; Tappahannock, Va., and Yaquina, Ore.

The average cost of collecting the customs is a little more than three cents for each dollar, but at thirty-one custom houses, many of them at fairly prominent places, the government was obliged to spend more than a dollar to get a dollar. Dubuque, Iowa, leads all with the lowest administration charges. It costs a cent and nine mills to collect a dollar there. New York is second. Collector Loeb has made a record of spending .021 for each dollar he collects. Last year New York turned into the Federal treasury \$224,265,000 from customs receipts, and employed 3,600 people. The figures show that the large custom houses have the lowest charges. It costs .026 to collect one dollar in Philadelphia, .83 in Pittsburg, .054 in New Orleans, .025 in Cleveland, .029 in Boston, .06 in Baltimore and .04 in Cincinnati.

The situation with regard to custom houses such as those at Barrstable, Edgartown and Nantucket, is not quite so absurd as appears on the surface. Customs officers at these ports are compelled to render more or less service to American vessels, from which there is no revenue. But there is no necessity for maintaining establishments on the present scale at such ports.—N. B. Mercury.

New Design for American Flag

Reminiscences

FORTY YEARS AGO.

Fast Day services are to be held in the North Congregational Church, on Thursday.

Married, in Newport, 26th ult., Charles H. Jaggar and Mrs. Lizzie Defriez, both of Nantucket.

Benjamin Robinson has a pullet which last week laid an egg which weighed 4½ ounces and measured 7x8½ inches.

The new steamer which is being built for the New Bedford and Vineyard route is to be named Marthas Vineyard.

THIRTY-FIVE YEARS AGO.

Robert Coleman was quite severely injured, Monday, by being thrown from a cart.

The Island Home grounded on the bar upon her outward passage, Thursday, and remained fast two hours.

Alexander M. Myrick has secured a position in the office of the New Bedford Standard, leaving Monday morning.

Clark reported a three-masted schooner ashore on Horseshoe shoal, Thursday, but she got off without assistance.

Miss E. B. Paddock is moving her stock of goods from her old stand to the building formerly occupied by Alexander Hussey, on Gardner street.

THIRTY YEARS AGO.

The total rainfall for the month of March was 3.17 inches.

Work is progressing rapidly upon the new Polpis schoolhouse.

Isaac Dunham has finished a cat-rigged boat for his own use, copper-fastened throughout.

In the House of Representatives, Wednesday, the bill to give municipal suffrage to women was defeated by a vote of 122 to 76.

Lieut. McClellan, U. S. N., of the life-saving service, was in town last week, inquiring into the matter of the loss of bark Hazard.

TWENTY-FIVE YEARS AGO.

April came in with rain.

Several new cottages are to be erected in Wauwinet.

Married, in Boston, 27th ult., Capt. J. H. B. Robinson, of Nantucket, and Miss Etta Blake.

A new concrete walk is to be laid on the east side of Federal street, from the corner of Cambridge.

Jesse B. Snow left this week to join the class of '89 at Union College, Schenectady, where he will take the course in civil engineering.

TWENTY YEARS AGO.

The arbutus is in bud on the moors.

The fishermen have met with only moderate success in shore codfishing.

A candy pull was enjoyed by the High School pupils and Principal Long, Friday afternoon.

The annual parish supper was held in the North Congregational Vestry, on Monday evening.

The Momus Club appeared for the last time this season, Tuesday evening, in Atheneum Hall.

O. C. Hussey contemplates the erection of a cottage on his land, corner of Fair street and Eagle lane.

FIFTEEN YEARS AGO.

Miss Mary Defriez entertained at whist, Wednesday afternoon.

Work on the Brant Point extension to the Lily Pond sewer was begun Tuesday.

The bicycle path to 'Sconset is to be begun next week, wind and weather permitting.

Thomas M. Gardner, Post, G. A. R., held a camp fire and smoke talk on Friday evening.

Boats at the south shore landed 150 fine specimens of cod, Monday, which sold from six to ten cents a pound.

TEN YEARS AGO.

The total precipitation for March was 4.74 inches.

Owing to a 48-mile gale, Wednesday, the steamer did not come through, but tied up at Woods Hole.

Mr. and Mrs. S. F. Hosmer will celebrate their fiftieth wedding anniversary on Saturday, the 6th.

Charles H. Robinson has sold the Ocean View House property at Siasconset to Robert M. Powers, of Foxboro.

Capt. W. J. Bunker, for many years in command of schooner E. Waterman, has been appointed in command of the four-master, Mt. Hope.

U. S. revenue cutter Dexter sailed Tuesday in search of schooner Jesse Barlow, last seen March 27, off Nantucket South Shoal lightship, under jury rig.

FIVE YEARS AGO.

Work upon the Wauwinet House is progressing rapidly.

The public schools close on Friday for the annual spring vacation.

Married, in Wellesley Hills, 29th ult., James Douglas Adams and Miss Isabel C. Gilson.

William R. Cathcart has purchased from Clinton C. Macy all the interest which he holds in the North Shore Grocery.

Owing to thick weather prevailing Friday night, Capt. Furber was unable to locate the channel entrance at the bar, and anchored steamer Nantucket a quarter of a mile from the jetties. Shortly after midnight the fog lifted and the steamer entered the harbor and docked about 12.30 Saturday morning.

She Couldn't Be Bothered.

Down in Nantucket, as in many country regions, the ways of trade are not as we find them in the turmoil of city affairs. There life seems always like a summer afternoon. No one is solicited to buy wares of any description, and the maxim tacitly prevails that "you can take it or leave it."

When President Hayes was in that region, his wife went to the little shop of an exceedingly independent old lady who sells the baskets made by men on board the lightships anchored all about them. President Hayes was away for the time, being entertained elsewhere, and Mrs. Hayes walked about enjoying herself among the quaint collection of basket-ware.

When she entered the shop the old lady was sitting in the background, reading. The visitor stood there for a moment, and then began to examine the baskets on the counter. No one noticed her.

"What is the price of this basket?" she ventured at length.

The old lady looked up from her reading.

"Look on the bottom," she said, abruptly, and continued scanning the paper.

The President's wife pursued her examination and at length asked:

"Could you attend to me now? I would like to buy some of these."

The old lady did not move, but replied with perfect kindness:

"I can't be bothered now. You'll have to wait till I finish this piece. I'm reading about the President's going down to Cottage City."—Exchange.

Look for these sales. The sale is final with a first claim deed given the owner.

Tax Collector's Notice

TOWN OF NANTUCKET

Sale of Unredeemed Real Estate

Add a pinch of salt to starch. It will keep the irons from sticking.

April 8, 1911.

Adventures of the Old-time Whalers.

(From the Boston Sunday Globe.)

The varied annals, running nearly the gamut of the adventures into which the whalers have been forced in the following of their interesting careers contains few more salient experiences, in which the lot has been a fairly general one, than that of being thrust into a foreign prison or held captive without reason or for offences real, fancied or fabricated. The old whaling captains of New Bedford, Nantucket and Provincetown can recall many cases in which fellow seekers after the cetaceous mammal, to the number of several hundreds, have been lodged in prisons of South American countries, held captive in the islands of the South seas and off the West coast, or have languished in cells at Petropavlovsk and other places in the northern Pacific. Then, too, these memory historians of the perils of the one-time flourishing whaling industry are prolific in particular recollections of brother townsmen or former whaling mates who met cruel and often wracking deaths at the hands of savages.

It has been recorded and remembered that there have been many instances of whaleships captured in the South seas, in which news of the fates of vessels and crews has been brought to this country by other sources. There have been as many cases of missing whaleships as there have been of every class of craft that has ever plied the seas, and evidences of some instances and conclusions in others tended to the belief that the crews were captured by the natives of one or other of the South Sea islands.

The crews were believed to have been either subjected to a horrible form of death or held in a more tortuous captivity. Boats putting off to islands where the natives had previously been friendly were often captured, and the whalemen held prisoners, many of them until a reward of some sort was forthcoming to their release.

The ransoms which were asked were usually simple, but not always easily obtainable. Sometimes it was the duplication of a rifle that had attracted the eye of a chief previously; again it was one of the minor ornaments which the whalers wore as keepsakes from wives or sweethearts, or a trifle of shiny or new appearance which appealed to one of the favored dusky belles that had been seen on a visiting sailor sometime before and had since been much desired. One of the elements entering into these captures or deaths was shipwreck.

During the late 30s and early 40s there were some 460 vessels engaged in the whaling industry, and the well-informed whalers of New Bedford say that more than half the number went to the South Seas, as the best ground in which to seek the whale. The remainder sought to secure their complement of oil and bone from the creatures of the Pacific ocean and in the Arctic region, on both sides of the North American continent. Many of these South Sea whalers touched at the islands in Oceania and further north, and from old log books have been learned many tales of fights with savages, escapes from capture and death and some striking instances of actual captures. A few personal instances of men returning to this country following a term of imprisonment at one of these or other places are included among these. Even earlier than the date mentioned incidents are recorded in which members of whalers' crews have been forced into irons, into working captivity, solitary imprisonment, with lack of food and wracking torture or the sometimes truly preferable deaths.

In chronological order, the following are some of the more notable cases in point of the general experience treated of. In each case the story is fully vouched for, the few qualifications necessary being noted in full. From almost any individual tale of those noted there might be found material for a book of such stirring and interesting qualities as would undoubtedly find a ready sale.

It was a patriot armed vessel which overtook the ship Martha of Nantucket in 1810, and ordered Capt. Reuben Weeks to disperse with part of his crew, so that the privateer might be fully manned. As a result the Martha was detained at Valparaiso nearly a month before it was possible for her to continue the voyage with the necessary number of men.

Robbed by Arabs, with one man killed, and one wounded and still another captured, was the fate of the brig Mary in the year 1818, following her wreck on May 28 of that year on the island of Blanco. Aware of the hostile nature of the Arabs who were lined up on the shore, the crew fortified, as best they might, the crumbling wreck of their vessel and maintained their position until driven ashore in their boats by the natives, who had come out in their dugouts. Reaching the shore, they fought for their lives, with the result that they left two of their men behind, one mercifully dead, and the other a captive, and carried with them another comrade, sorely wounded. After several further adventures in their small boats and on the shores of several islands, they managed to find a haven at the practically uninhabited island of Fali, on June 5, and there they were picked up some time later and returned to their homes.

Capt. Russell of the ship Hero, which sailed from Nantucket in 1819, and a cabin boy on the same ship, were shot to death at Aranco, after being captured off St. Marys by the pirate ship Beneveda. By means which, strangely, have never been recorded, mate Obed Starbuck secured his ship and with some of the crew brought her back during the following year.

The case of the ship Oeno, in command of Capt. Samuel Riddell of Nantucket, which was lost on the Fiji islands in 1825, is a most interesting one. It was kept alive in public interest and attention during a number of years by newly reported developments. After the ship was wrecked, the natives captured the crew, with the exception of William S. Cary, the cooper, who managed to escape. He returned after several years' imprisonment in one of the islands, stating that the remainder of the crew had been murdered. Some time later, however, it was learned that a youth named Swain was still alive on one of the islands. The information was brought to this country by the captain of a British bark which had touched at the islands in 1830. He stated that the lad had boarded the bark in company with several native chiefs, representing himself to be the youngest of the Oeno's crew and a brother-in-law of Capt. Riddell. The English captain said that he made several efforts to cajole the natives into releasing the boy, but he could not prevail upon them to give him up. Their overwhelming numbers prevented any attempt at forcibly recapturing him. During succeeding years various reports received at Nantucket and in other whaling centers tended to prove this statement correct.

The ship's cannon proved the salvation of Capt. Timothy Upham and his boat's crew of the ship Corinthian of New Bedford, when he was seized by natives of the Friendly islands in 1813. The ship left New Bedford in that year, to prosecute the whale fishery in

the Pacific ocean, and stopped at the Friendly islands to renew its water supply. A boat's crew, commanded by Capt. Upham, went ashore with the water casks, intending to fill them. They were corralled by the natives upon landing, and the chief gave Capt. Upham to understand that he wanted the ship's cannon, which was prominently mounted on the vessel. He said that unless he got it the captain and other captives would be put to death. The remainder of the crew aboard the Corinthian had observed the plight of their mates and were about to attempt a rescue when made acquainted with the possibility of peaceful release. They sent the cannon ashore at the request of the captured captain, following which the natives lived up to their agreement and allowed the men their freedom. Moreover, they also furnished them with the desired water supply and gave them considerable of native foods.

The flogging of an interpreter while he was lashed to a mast on a previously arrived ship, because he had claimed more than a pair of duck trousers in payment for his service, is believed to have led to the killing of first mate Eldredge, of the ship William Penn of New Bedford, and the capturing of two boats' crews by the natives of Navigator island. The William Penn left her home port in command of Capt. John C. Lincoln, in 1833. The captain was forced to return home because of sickness, Capt. Swain relieving him. Like the unknown ship which had preceded them, the William Penn touched at the islands for water and supplies. Unarmed, two boat's crews put ashore in command of first mate Eldredge. That officer was killed and the two crews captured and ultimately massacred, it is believed, with the exception of a Sandwich Islander, who was not included in the general retaliation because of the color of his skin. He was afterwards brought off the island by the ship Vincennes.

About 1838 the ship Alexander touched at the Marquese islands. One boat's crew was sent ashore, the mate of which was killed when the natives attempted to capture the men.

Like the case of the Aswaskonks for individual bravery was that of a 19-year-old boy, Ben Clough, third mate of the whaler Sharon, which put into Ascension island on Oct. 15, 1842. The Sharon had left New Bedford in command of Capt. Norris with a complement of upward of a score of men.

When 12 men deserted at Ascension island the ship's crew was reduced about one-half. Among the dozen remaining were the captain, young Clough and three natives, who were aboard alone when the others had gone off in boats to chase whales. Taking advantage of the great reduction of the crew a number of natives came aboard when but the above five were on the ship, killing the captain and taking the vessel. Young Clough ascended above and when night fell made his way to one of the boats, the occupants of which did not dare to attempt a rescue of their ship. Later this beardless youth, unaccompanied, again clambered aboard the ship and in making his way to the cabin killed two natives single handed. He reached the muskets and entrenched himself from attacks by the savages. He acquainted the second mate in one of the

boats of his position, but the latter refused to help him. Finally the boy's insistent statements that there was no danger prevailed upon the mate and he came aboard with the others. They succeeded in placing several of the savages in irons and later handed them over to the authorities. Young Clough upon his return was made the captain of a new boat constructed especially for him by an appreciative owner.

Five of the crew of the ship Triton of New Bedford were killed and seven others wounded, when the vessel was attacked by the natives of Sydenhams island during the early 40s. A number of the crew were captured, most of them being released shortly after, except Capt. Spencer. After an enforced sojourn of several years on the island he managed to communicate his plight to the captains of the ships United States and Alabama, of Nantucket, and a concerted demand by them upon the natives resulted in Capt. Spencer's release.

The natives of Pleasant island captured the whaling brig Inga of New Bedford in the early part of December, 1852, while the vessel was laying to off the island. All but three members of the crew, only one of the survivors being a white man, were murdered. This trio escaped only by having been knocked overboard during the fight. J. F. Blair, having a home in Fairhaven, was the white man who survived. He, with the two natives, the latter being from Byrons island, remained in the water until night, when they swam to the brig and found her abandoned, although stripped of nearly everything of any value which was portable. Heading the Inga off shore, the men were forced to cut away the masts and rigging, as their lack of numbers prevented the necessary manning of the various sails and rigging. Their trust was placed in the chance of being picked up by some passing vessel, and after a dreary toss of four months upon the ocean they fell in with the Bremen whaleship Republic, on May 14, 1853. They were taken aboard after setting fire to their craft, which had left New Bedford on May 9, 1848, for a voyage to the Indian ocean.

The cruelty of unscrupulous masters

is believed to have led to many of the attacks by natives. These men usually managed to get away without molestation, but the next ship's crew which landed at the scene of their inflections was bound to suffer for the doings of the others.

The experiences which befell the crew of the New Bedford whaleship Mentor, after being wrecked on a coral reef connected with the most easterly of the Pelew group of islands in the Pacific ocean, may be attributed primarily, it is believed, to just such measures of cruelty. It was in the fall of 1831 that the ship was thrown up on the island shore, nearly five months after the captain and 11 of his crew had fallen into and escaped from the hands of several bands of natives. Together they remained on the last island about six months, during which period they were well treated and acquired a considerable knowledge of the language, characteristics and customs of the inhabitants, although the natives

et it be noticed that the whalers were not in their good graces, for a reason unknown to the men who had unwillingly become captives.

At the end of six months the sailors prevailed upon the natives to allow eight of their number to seek some civilized settlement, from whence they might communicate with friends and secure a ransom for the remaining members of the ill-fated party. This was agreed to and the men were supplied with a native canoe and provisions. But in attempting to navigate their way to Amboyna, one of the Moluccas, or Spice islands, which lie to the northwest of the Pelews, they were captured by the natives of Lord North's island. Here they were reduced to the most abject state of slavery and starvation, and their misfortunes may be said to have only commenced.

After 10 months' captivity and suffering Capt. Edward C. Barnard and one of the crew escaped on board a Spanish vessel, ultimately reaching the United States. Although he told his story here and recited the fate of his comrades, Capt. Barnard was unable to secure aid to effect their release.

Of the personal in such adventures there are at least two notable characters whose careers embrace a number of like events. His success in several encounters gave to Capt. Loum Snow of the ship Alexander of New Bedford, the title "The Redoubtable Captain." Capt. John C. Smith of South Dartmouth, had several combats with savages, in one of which a boat's crew of the ship William Hamilton of New Bedford was captured, but later released by natives of the Fiji islands.

Dr. Benjamin Sharp, our representative, will lecture before the Unity Club on Saturday evening, April 15, at 7.30 o'clock. He has chosen for his subject, "Pearls and Pearl Fishing." The lecture will be illustrated with a large number of beautiful stereopticon views.

April 15, 1911.

Reminiscences

FIFTY YEARS AGO.

The Rev. A. N. Bodfish has been appointed to Nantucket M. E. Church.

Andrew Whitney has been appointed postmaster of this town, in place of Capt. Charles P. Swain.

FORTY-FIVE YEARS AGO.

Married, in Campello, 8th inst., Edward B. Fanning and Miss Mattie Lyon.

The Board of Health has issued an order pertaining to the sanitary condition of the town.

The South Shoal lightship was replaced on her station by U. S. steamer Cactus on Saturday last.

FORTY YEARS AGO.

An Easter festival was held in St. Paul's church, on Monday evening.

Married, in Boston, 5th inst., Benjamin C. Boston and Mrs. Cecilia B. Washington.

Married, in this town, 12th inst., by the Rev. Thomas Dawes, John Winn and Mrs. Susan B. Hammond.

THIRTY-FIVE YEARS AGO.

Halibut have been plentiful this week.

The boatmen are launching their yachts.

Capt. William Fitzgerald is erecting a barn on his premises on Lily street.

The Nantucket Shakespeare Club is to give a reading in the Unitarian vestry on Thursday evening.

John Orpin took 240 cod at 'Sconset, Wednesday. Thursday, James Wood caught 100 and Charles Taber 94, during one tide.

Friends of George S. Wilber visited that gentleman at his cottage in Siasconset, Thursday, to celebrate his birthday anniversary.

THIRTY YEARS AGO.

George A. Veeder landed an eighty-eight-pound halibut, at Surfside, Sunday.

Steamer Island Home experienced very rough weather on her return trip, Thursday.

Married, in Fort Wayne, Ind., 21st ult., W. H. Worth, formerly of Nantucket, and Miss Addie Louise Ditson.

Robert B. Joy has been drawn as juror to serve at the session of the Supreme Judicial Court for Bristol, Nantucket, and Duke counties, which sits at Taunton on Tuesday.

TWENTY-FIVE YEARS AGO.

Surveyor Mitchell and his men are engaged in making the new road at the cliff.

A large steamer was warned offshore one night last week by Surfside patrolmen.

Married, in Fitchburg, 6th inst., Capt. Tristram W. Sheldon and Miss Cora B. Snow.

The steamer grounded on the bar on her outward trip, Monday, and lay until 1 p. m., when she proceeded.

At a recent meeting of the Five Points House of Industry, New York, William F. Barnard was re-elected superintendent.

TWENTY YEARS AGO.

Arbutus is in bloom.

The schools have closed for the spring vacation.

The almshouse is being renovated and put in fine condition.

The Delano property on North Water street has been sold to Mr. Treadwell, of Boston.

E. T. Billings, of Boston, has been employed to paint a portrait of Professor Maria Mitchell for the Nantucket Atheneum.

H. U. Bennett has rented the store next east of Charles Lovell, Main street, where he will open the Boston Shoe Store some time next month.

FIFTEEN YEARS AGO.

Robins and blackbirds are with us.

The public schools closed Friday afternoon for a week's vacation.

Miss Lila Macy was surprised at her home on Prospect street, Wednesday evening, by a company of her young friends.

A delightful entertainment was held in the Atheneum Hall, Thursday evening, for the benefit of the Children's Employment Society.

TEN YEARS AGO.

Hummock pond was opened to the sea, Thursday.

The schools closed Thursday for one week's vacation.

Eliot Barnard was slightly injured to the head, a few days since, by a horse kicking him.

Friends of Capt. and Mrs. John P. Conway gave them a pleasant surprise, Thursday evening, at their home on Milk street.

R. M. Allen, agent, reports the sale of the property on Orange street, known as the Stephen Bailey estate, to James A. Holmes, Jr.

Mr. and Mrs. Warren P. Crocker, of Brockton, celebrated their 60th wedding anniversary on Thursday. They were married in Nantucket, April 11, 1841.

FIVE YEARS AGO.

Flatfish are reported as plentiful in the upper harbor.

C. C. Macy has opened his 'Sconset store for the season.

Eben W. Francis has the mason work at Swain's wharf well under way. The stone bulkhead is to be 120 feet long.

Mr. and Mrs. Warren P. Crocker, of Brockton, celebrated the 65th anniversary of their wedding, on Wednesday, the 11th.

Harry Manter, of this town, has passed, with a high percentage, the entrance examinations to the Massachusetts Nautical Training School.

April 22, 1911.

Reminiscences

FIFTY YEARS AGO.

Alfred Macy has been appointed collector of this port, in place of Eben W. Allen.

Lieut. J. G. Mitchell is in town, on a visit, previous to going on board battleship Minnesota.

Married, in this town, by William Cobb, Esq., George W. Ashby and Miss Charlotte Harps.

FORTY-FIVE YEARS AGO.

A. M. Hussey has taken the periodical store on Fair street, recently occupied by John P. Hussey.

Married, in New Bedford, 22d inst., Henry Eastham and Mrs. Delia M. Dunham, formerly of Nantucket.

Married, in this town, 19th inst., by the Rev. S. D. Hosmer, Charles A. Baker and Miss Mary F. Cornish.

FORTY YEARS AGO.

John W. Cook last year raised 790 beans from one seed.

The Ocean House will be opened this season under the management of E. W. Allen.

During the squall of Thursday afternoon, lightning struck and passed down one of the conductors of the High school building. No damage was done.



The New Steel Propeller "Sankaty." Length 195 feet, beam 38 feet, depth of hold 13 feet. Launched February 2, 1911.

THIRTY-FIVE YEARS AGO.

Capt. B. R. Burdett is overhauling his row boats, preparatory to the summer season.

Married, in Reno, Nevada, 9th inst., William Wallace Coffin and Miss Emma Brown.

Married, in this town, 16th inst., by the Rev. A. B. Whipple, Joseph E. Medeiros and Miss Mary E. Sylvia.

A point of land has made out from Low Beach, the past winter, now plainly discernible from Siasconset.

John R. Barnard and Charles G. Wyer, of this town, sailed as green hands on bark Swallow, of New Bedford, which left that port, Monday.

THIRTY YEARS AGO.

The Siasconset fishermen are having fair success.

Carpenters, painters and masons are now having a busy time.

Seventy cod were landed by one fisherman at 'Sconset, Tuesday.

The Mopus Club gave its last entertainment in Athenium Hall, Tuesday evening.

Capt. Reuben C. Andrews is fitting up his residence on Main street in a substantial manner.

Joseph C. Thompson is boatsteerer and Joseph Enos, cooper, of bark John & Winthrop, which sailed from New Bedford, Tuesday.

TWENTY-FIVE YEARS AGO.

Work has been commenced on the eastern jetty.

A sloop, with stone for the jetty, arrived Thursday.

Twelve new houses have been put up in 'Sconset since last fall.

Tuckernuck is excited over the capture of a forty-barrel right whale.

Married, in Chelsea, 20th inst., Charles H. Mowry and Mrs. Susie A. Weymouth.

Married, in this town, 20th inst., by the Revs. Cyrus A. Roy and L. S. Baker, George R. Folger and Mrs. Elizabeth C. Macy.

TWENTY YEARS AGO.

Brant point road has been put in good order.

A cottage is being erected on Monomoy for James H. Gibbs.

Married, in Brooklyn, 9th inst., Dr. Lawrence Coffin and Miss Alice Littlejohn.

The work of repairing the track of the Nantucket railroad is soon to be commenced.

Eda Burdett entertained young friends at the home of her grandparents, Thursday, the 23d, the occasion being her 6th birthday anniversary.

FIFTEEN YEARS AGO.

The Brant point sewer is laid.

The 'Sconset bicycle path was rolled, Thursday.

A severe northerly gale prevented the steamer's return, Wednesday.

Born, in New York city, 21st inst., a daughter, to Mr. and Mrs. George Upton Hallett.

Young friends of Miss Bessie Parker surprised her at her home on Orange street, Wednesday evening, and held high carnival for a few hours.

Everett B. Coffin, formerly of this town, has been promoted to the command of steamer Idaho, plying between Seattle and Port Townsend, Washington.

TEN YEARS AGO.

Married, in New York, 10th inst., Walter Tallant Owen and Miss Melaine Bialand.

Miss Pauline Killen entertained thirty young friends at Quidnet, Thursday.

Chester W. Weeks, of Bourne, has entered the employ of J. Karpas, at the New York store.

Albert G. Brock, agent, has sold to George W. Hatch the estate on Orange street belonging to Mendle Rothenberg.

J. Price has purchased of Capt. John Killen the building on Cross wharf, known as E. W. Perry & Co.'s store.

FIVE YEARS AGO.

B. S. Adams is grading the property of Miss A. C. Baxter, at Beachside.

Married, in this town, April 12, by the Rev. Edward Day, Arthur B. Enas and Kate J. Lynch, of Yonkers, N. Y.

Married, in this town, March 12, by the Rev. B. F. Raynor, Arthur M. Taylor and Phebe A. Snow, both of Nantucket.

Mrs. Addie W. Bates was tendered a surprise party, last Wednesday evening, on the occasion of her birthday anniversary.

Steamer Gay Head has just undergone an examination at New Bedford by the district board of United States steamboat inspectors.

Apr - 29. 1911 Reminiscences

FIFTY YEARS AGO.

Trafton & Barrally have opened a fine store on Centre street.

B. G. Tobey & Brothers gave two entertainments in the Athenium Hall on Thursday and Friday evenings of last week.

At a meeting of the directors of the Pacific Bank, Tuesday evening, it was unanimously voted to tender the state a loan of \$40,000, which is 20 per cent. of their capital.

FORTY-FIVE YEARS AGO.

Married, in New Bedford, 22d inst., Henry Eastham and Mrs. Delia M. Dunham, formerly of Nantucket.

Married, in San Francisco, April 4, Henry Swain and Miss Emma F. Padack, both formerly of this town.

The real estate transactions of the past week embrace the sale of the former homestead of Joseph S. Barney, to Capt. Joseph Mitchell, 2d, for \$2,-650, cash.

Married, in this town, May 1, by the Rev. A. C. Childs, assisted by the Rev. S. D. Hosmer, Theodore E. Hunt, of Marlboro, and Miss Lizzie Barney, of Nantucket.

FORTY YEARS AGO.

Married, in East Boston, 16th inst., John P. Clisby and Miss Charlotte Elizabeth Long.

Married, in this town, 23d inst., by the Rev. Thomas Dawes, Edward F. Easton and Mrs. Mary N. Folger, both of Nantucket.

George E. Nichols, late principal of the South Grammar school, has resigned that position, to take charge of the High school in Fairhaven. The school will be continued under Mrs. Olive B. Meader as principal, and Miss Sarah M. Bearse.

THIRTY-FIVE YEARS AGO.

The sidewalks about the Atheneum have been substantially repaired.

William H. Waitt was appointed one of the Committee on Ballots at the Republican Convention in Boston, last Wednesday.

James H. Gibbs, with a gang of men, has taken down the building on Pine street, known as the Benjamin Ray house, and is moving it to Squam for J. B. Tibbets.

Mitchell, a little son of Charles F. Ray, was injured by a horse, last week. He struck the animal with a stick and the horse jumped, striking the little fellow's chin. The boy's teeth were forced through the tongue, cutting that member badly.

THIRTY YEARS AGO.

Steamer Marthas Vineyard has had a thorough overhauling.

Seventy cod were landed at 'Sconset by one fisherman, Tuesday.

Charles E. Hayden is making an addition to his bath house at the Cliff.

Married, in Honolulu, 10th inst., Wilson F. Johnstone and Miss Carrie P. Swain.

Married, in Richmond, Ind., 19th inst., Wallace C. Dunham and Miss Florence Deathe.

Charles A. Kenney and Alonzo Norcross picked up a twenty-five-foot sail boat last week in the chard of the bay, which had been blown over from the Cape shore.

TWENTY-FIVE YEARS AGO.

Work has been commenced on the eastern jetty.

The wreck of the schooner Mary A. Killen, ashore at Scituate, was burned last week for the iron it contained.

Hiram C. Folger has been appointed to the office of Town Agent, to fill the place of Samuel Woodward, deceased.

Capt. John Pitman was precipitated down the bluff at 'Sconset, Thursday, by the earth caving in, and received slight injuries.

TWENTY YEARS AGO.

Snow in the air, Wednesday.

Early vegetables are breaking ground.

The selectmen have refused liquor licenses to all applicants.

The road commissioners call for bids for rebuilding Broad street.

Trees have been set out along Atlantic avenue and Easton street.

An original invalid pension has been granted Bradford C. Macy, of this town.

Horace L. Gibbs has been appointed D. D. G. P. for this district by the G. P. of the Grand Encampment, I. O. O. F.

FIFTEEN YEARS AGO.

Mrs. Byron E. Pesse entertained at whist, Tuesday afternoon.

New American ensigns floated over the Orange street and the suburban school houses on Monday.

Mrs. Charlotte C. Alley celebrated her seventy-eighth birthday anniversary on Tuesday, the 21st.

Married, in this town, 29th inst., by the Rev. O. M. Martin, Reuben C. Small and Miss Phebe H. Coffin.

A severe northerly gale prevented the steamer's return, Wednesday. She came as far as Cape Poge and was obliged to return to Woods Hole.

TEN YEARS AGO.

A gale of 45-mile clip was with us, Friday morning.

For some unexplained reason, the steamer did not return Monday night.

Nantucket's portion of a late appropriation for state road work left unexpended is \$419.

The electric light wires are being removed from the Main street trees to the new poles erected by the company some weeks ago.

The Wannacomet Water Company has completed the 10-inch main to Pleasant street, and is now putting a 6-inch main through Gardner street.

FIVE YEARS AGO.

Work has been commenced upon the Flora street sewer.

Repairs are to be made to the light-house buildings at Sankaty.

U. S. Steamer Azalea replaced Pollock Rip lightship on her station, Tuesday.

William E. Small has tendered his resignation as assistant keeper of Great point lighthouse.

H. P. Brown & Co. have leased of Mrs. F. J. Crosby her store in 'Sconset, where a complete line of furnishings will be carried.

Awful !!

An expensive piazza is being added to the residence of John C. Gardner, on Upper Main street, which, when completed, promises to be an artistic and showy piece of work—one that will add much to the appearance of the old Gardner homestead. It is being erected by O. W. Humes and is a credit to his workmanship.

W. H. Barnes, Sr., of

To Organize a Board of Trade.

The initial steps have been taken to form a Board of Trade in Nantucket. About twenty citizens of the town gathered in the Coffin School building, last Saturday evening, to informally discuss the matter, and it was decided to hold a meeting for the purpose of effecting an organization on Wednesday evening, May 3d, in N. E. O. P. hall, Main street. All the business and professional men of Nantucket, and all others who are interested in the welfare and prosperity of the town, are cordially invited to be present upon this occasion, and to become actively interested in the formation of a Board of Trade. It should be clearly understood that such a body must be composed of the active business and professional men of the town, who

will work together for the good of the community and towards the advancement of Nantucket's business prosperity and her growth as a summer resort.

There are probably many who did not get word of the meeting last Saturday evening, who are doubtless heartily in accord with the project, and it is desired that all such will attend the meeting on May 3d, and induce others to be present. A Board of Trade should comprise the business men of the town—merchants, mechanics, hotel proprietors, contractors, etc.—and it is desired that all those who feel in sympathy with the project will gather in the N. E. O. P. hall at 7.30 o'clock Wednesday evening next.

Capt. John Killen was chosen temporary chairman at the informal gathering, Saturday evening, and Henry S. Wyer secretary, and a committee was chosen to bring in nominations for permanent officers, at the meeting to be held next week. Another committee, comprising James A. Holmes, Jr., John M. Winslow, R. T. Fitz-Randolph, J. Butler Folger, Henry S. Wyer, C. W. Austin and John C. Jones, was appointed to frame constitution and by-laws for the consideration of the meeting, using that of the Provincetown Board of Trade as a basis to work upon.

Every business man on Nantucket should make an effort to be in attendance next Wednesday evening and interest himself in this movement for the good of the island.

The observatory at the Maria Mitchell memorial will be open Monday evening, from 8 until 10 o'clock.

Miss Hattie Folger is spending a vacation in Brockton and Boston.

May 6, 1911

Reminiscences

FIFTY YEARS AGO.

Married, in this town, April 25, by the Rev. Mr. Bodfish, Obed G. Smith and Miss Mary B. Coffin.

Married, in this town, 25th ult., by George Cobb, Esq., Murry F. Robinson and Miss Hannah G. Raymond.

A mass meeting of the citizens of the town was held in Atheneum Hall, Monday morning, for the purpose of adopting measures of defending Nantucket from piratical invasion during the impending war; also to ascertain what Nantucket might do for the welfare and comfort of the soldiers now in service.

FORTY-FIVE YEARS AGO.

Married, in this town, May 3, by the Rev. Mr. Ripley, George H. Sanford and Miss Elizabeth J. Manter.

Miss Lydia M. Folger has been appointed to the situation of assistant teacher of the South Primary school, in place of Miss Phebe E. Clisby, promoted.

Miss Sarah J. Folger has resigned her situation as assistant teacher in the South Intermediate school, and Miss Phebe E. Clisby, assistant teacher in the South Primary school, has been appointed to fill the vacancy.

Entertainments consisting of tableaux, recitations and miscellaneous songs, were given in the Atlantic House, in 'Sconset, on Thursday and Friday evenings of last week, the proceeds to be used in replenishing the Sunday School library.

FORTY YEARS AGO.

A special town meeting was held on Tuesday last.

Married, in Barnstable, 26th ult., Arthur R. Higgins and Miss Belle Maraspin.

Capt. Lewis B. Imbert, while fishing from his boat, near Muskeget, Wednesday, fell overboard, and was immediately swept astern by the strong tide. He managed to seize the fishing lines of the men in the boat, and was drawn back and saved.

THIRTY-FIVE YEARS AGO.

James Wood has salted down fifty quintals of cod, this season.

Two carloads of spiles for the steamboat wharf are enroute.

The Rev. N. A. Haskell has received a call to act as pastor of the Unitarian church of this town.

Married, in this town, 4th inst., by the Rev. C. N. Hinckley, W. H. Modley and Miss Susan P. Ruggles.

Nelson S. Ewer and Stephen Hussey, Jr., of this town, sailed as green hands on the bark Sunbeam, of New Bedford, which left that port on Tuesday.

THIRTY YEARS AGO.

Married, in North Easton, 21st ult., Frank M. Swain and Miss Alice Lynch.

Sloop Tawtemeo is at Muskeget, taking in lumber saved from the Almeda.

It is reported that J. M. Bovey has sold his house in 'Sconset to Charles Pitman.

Married, in San Francisco, 20th ult., Edward S. Breybogle, and Miss May Folger, formerly of Nantucket.

Married, in this town, 1st inst., by the Rev. Daniel Round, Charles C. Chadwick and Mrs. Sarah M. Brown.

TWENTY-FIVE YEARS AGO.

Another whale was captured Sunday by the Tuckernuck crews.

Pupils of the public schools enjoyed a half-holiday on Thursday.

The work of putting the track of the Nantucket Railroad Company in repair will be commenced on Monday morning.

The committee on fisheries and game have reported a bill to prohibit the shooting of wild fowl in the waters in and around Nantucket.

The test of the new government cable between Nantucket, the Vineyard and Woods Hole was made on Thursday, proving a decided success.

TWENTY YEARS AGO.

The public fountain has been improved by painting.

James Patterson has taken the Surfside Hotel for the coming season.

Married, in New York, 20th ult., Frank Mitchell Coffin and Miss Cecelia M. Altman.

Fire burned over a large area between Miacomet and Mioxes ponds, last Sunday.

Schooner Abel W. Parker sailed Tuesday for a cargo of coal for the Steamboat company.

A small schooner yacht, from Boston for New Bedford, lost her bowsprit off Pollock rip, Monday, coming into port for repairs.

FIFTEEN YEARS AGO.

Wannacomet water has been led to Commercial wharf.

Capt. William T. Swain has sold to Bracey Curtis, of Fitchburg, on private terms, the Point Breeze Hotel property on Easton street.

Philip Myrick was pleasantly surprised on Friday evening week, at his home on Main street, by a gathering of his juvenile friends.

The Catholic church building was sold at auction, Tuesday, by George E. Mooers; also the dwelling house and stable adjoining.

TEN YEARS AGO.

The sale of the James Wyer house, Orange street, to Edward H. Wing, is reported.

John R. Sandsbury has sold his house on Lyons street to Mrs. Mary A. Coffin.

The shores of Monomoy point, on the Cape, were plainly visible to the naked eye, from Nantucket, Monday.

Schooner Edward W. Perry was recently sunk in Boston harbor, by collision, but has been raised and will be repaired.

The steamer was tied up by the gale of Friday and Saturday, and made a trip through to New Bedford on Sunday.

FIVE YEARS AGO.

May came in with a summerish bound, the mercury crawling up to 68 degrees.

It is stated that John W. Sickles has sold his property on Pearl street to Miss Jennie Ayers.

It is reported that Col. R. W. Washburn, of Providence, has purchased the Eastman Johnson (Folger) cottage, Cliff road.

The Harbor and Land Committee of the legislature has recommended an appropriation of \$5,000 for the further improvement of Nantucket harbor.

Old North Church Vestry.

Some interesting items have been gleaned with reference to the vestry of the Old North Church. A bill of timber for building a meeting house, dated 1711, seems to establish the date of its erection. It was located on high ground, north of No Bottom pond. The church was originally fitted with a high pulpit and sounding board, square pews and galleries on three sides. At first, when it stood on its original site, it had no tower. There were entrances on the east side and south end. In 1765 it was moved to the present site of the North church, on Beacon Hill. Here it remained until 1834, when it was moved back to its present location to make room for the building now standing in front of it.

About 1795, a tower was erected on the south end of the building. This tower is represented in the pencil drawing by William Henry Coffin. The tower was bolted to the building by iron rods. The holes seen in the timber above the present desk were for these rods. Also, timbers on the

beams in the roof were used to give additional stability.

In 1800, a bell, weighing one thousand pounds, was put into this tower—the first bell on the island. In course of time, the people living near the church were fearful the tower might be blown over; consequently the cap, or dome, with the vane and the two upper sections, were taken down. Somewhere about 1829, the Unitarians reconstructed their tower as it now appears. At about the same time, North church people restored the two upper sections, the topmost of the two being octagonal, and this was topped by a convex mosque-like dome.

With the restoration of the tower, the fears of its overturning in some gale of wind were revived, so that after a while, in 1834, when the building was moved back, the tower was entirely removed. Its timbers are now doing service in a cottage opposite the Sea Cliff Inn.

The old vestry was sold after its last removal and disuse for public worship, but it was soon re-purchased by the church. The north end of the interior, partitioned off, was at one time used for school purposes. Somewhere about 1835, J. B. Thompson rented this for a Parish School, at a rental of \$25 per year. It is also a tradition that this building was used as a court house at the trial of Indian Quibby.

Written by Maria Mitchell.

The following poem was written by Maria Mitchell in 1844 and published with a collection of other poems in a little booklet entitled "Seaweeds From the Shores of Nantucket":

AN OLD STORY.

Before Columbus ever thought
Of Western World with glory fraught;
Before the Northmen had been known
To wander from their native zone;
Before was raised a single mound,
The antiquarians to confound;
Indeed, so very long ago—
The time one can't exactly know—
A giant Sachem, good as great,
Reigned in and over our Bay State.
So huge was he, his realm so small,
He could not exercise at all,
Except by taking to the sea
(For which he had a ticket free,
Granted by Neptune, with the seal,
A salient clam, and couchant eel).
His pipe was many a mile in length,
His lungs proportionable in strength;
And his rich moccasins—with the pair
The seven-league boots would not compare.
Whene'er siestas he would take,
Cape Cod must help his couch to make;
And, being lowly, it was meet
He should prefer it for his feet.
Well, one day, after quite a doze,
A month or two in length suppose,
He waked, and, as he'd often done,
Strolled forth to see the mid-day sun;
But while unconsciously he slept,
The sand within his moccasins crept;
At every step some pain he'd feel,
'Twas now the toe, now near the heel;
At length his Sachemship grew cross,
The pebbles to the sea he'd toss;
And with a moccasin in each hand,
He threw on either side the sand;
Then, in an instant there appear
Two little isles the Sachem near;
One as the Vineyard now is known,
The other we may call our own.
At ease, he freely breathed awhile,
Which sent the fogs to bless our isle;
And turning east, with quickened motion,
The chill, bleak winds came o'er the ocean.
Ill-judging Sachem! would that you
Had never shaken here that shoe;
Or, having done so, would again,
And join Nantucket to the main!

Board of Trade.

The preliminary steps towards organizing a Board of Trade in Nantucket were completed, Wednesday evening, when about twenty-five of the business men of the town assembled in the N. E. O. P. hall on Main street, and informally discussed matters connected with the proposed organization, Capt. John Killen serving as presiding officer. The following "Constitution and By-Laws" were adopted:

CONSTITUTION.

Article I.

The name of the organization shall be the Nantucket Board of Trade, and its objects to advance and encourage the growth, business and prosperity of the town of Nantucket, and to promote social intercourse among its members. Any male adult person engaged in business or professional life shall be eligible to membership.

Article II.

The officers of the Board, to be elected by ballot at the first regular meeting in January of each year and to continue in office until their successors are chosen, shall be a President, Vice-President, Secretary and Treasurer, and an Executive Committee of five, who, together, shall exercise a general superintendence over the affairs of the board and shall levy all authorized assessments. Any vacancy in the board may be filled at any regular meeting of the board.

Immediately after the annual election, the President, Vice-President and Secretary together shall appoint each member of the board on one or more of the following committees:

Committees on harbor improvement, fire and water departments, roads, bridges and sidewalks, advertising, fish and game, membership, observance of holidays, new enterprises, town improvements, transportation, ways and means, entertainment.

The said committees shall meet and organize as soon as possible after their appointment, and shall hold meetings at least once a month thereafter until their successors are appointed.

Article III.

Alterations and amendments to the Constitution and By-Laws may be made upon vote of two-thirds of the members present and voting, notice of the proposed change having been given at a previous meeting.

BY-LAWS.

Article I.

The president shall preside at all meetings of the Board and of the Executive Committee and shall act officially for the Board when occasion requires. In the absence of the President, the Vice-President shall preside, and if the Vice-President be absent, a president pro tempore shall be elected by ballot. The President, and in his absence the presiding officer, shall appoint any additional committees which the Board may deem expedient.

Article II.

The Treasurer shall receive all money belonging to the Board and under the direction of the executive committee shall invest, deposit and disburse the same. All bills must be approved by the auditor of the Executive Committee and by the President.

The Treasurer shall keep regular books of account and preserve all vouchers for payments made by the

Board. The funds, books and vouchers in his possession shall at all times be under the supervision of the President and Executive Committee and subject to their inspection and control.

Article III.

The Secretary shall keep all the records and papers of the Board, shall call special meetings at the request of the President or Executive Committee, and give timely notice of all meetings to each member of the board.

Article IV.

The regular meetings of the Board shall be held on the first Wednesday evening of each month, except during the months of July and August.

Article V.

At any meeting of the Board, nine members personally present shall constitute a quorum for the transaction of business.

Article VI.

Any member of the Board may, at any regular meeting, propose in writing names for membership and such names shall be acted upon by a "yes" and "no" ballot at the next regular meeting. A three-quarters "yes" ballot shall elect to membership.

Article VII.

The annual dues of members shall be two dollars, payable within thirty days after demand. Notice of all dues shall be sent by the Secretary. The Secretary shall be exempt from payment of dues.

Article VIII.

In case of persistence in the infraction of any of the rules by any member, or of other conduct which, in the opinion of the Board, may tend to endanger its good order, welfare or character, his name shall be erased from the list of members, at the direction of the executive committee, and he shall be notified, in writing, of his expulsion, specifying the reason therefor.

ZIMRI CATHCART

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Residence, 156 Main street.
Orders may be left at Swain's Lumber
Yard. my13 3m

May 13, 1911

Water Front

The digger commenced work on the channel Monday.

Charles Coffin Hammond is preparing his gasoline launch for service.

Arthur W. Jones has purchased the gasoline launch Pocomo of Alanson S. Barney.

Steamer Waquoit has her trap down and is now getting her gear ready for mackerel fishing.

Fishing sloop Molly is to engage in drag-netting with Henry Main, Herbert Oprin and one of the Ryder boys as crew.

A large number of Nantucket boats will join the mackerel fleet this season and several of them are already drag-netting off Block Island.

Word has reached New Bedford from Dominique that the whaling schooner Cameo has taken 650 barrels of sperm oil in the last five months.

We neglected to state in our last issue that a salute of twelve guns was fired from the Old North wharf by Captain Cathcart on the first arrival of the steamer Sankaty.

Schooner Sarah Woods has discharged coal at the Straight wharf this week, and schooner L. L. Hamline, at the Crosby wharf, both cargoes being consigned to J. Killen & Son.

Steamer Uncatena could not whistle as she rounded Brant point, Wednesday afternoon, owing to a slight accident to the valve, which was speedily repaired as soon as the boat was docked.

The first drag-netter to bring a fare at Nantucket this season was Samuel Burchell, who captured sixty mackerel, Thursday night. The fish were large and readily sold for 45 cents each in the local market.

Schooner William P. Boggs is now an auxiliary, having been fitted with a 24-horse-power Lathrop gasoline engine. She sailed on Sunday for Providence, to load a cargo of salt for Phillips & Phillips.

Reports from the fishing sloop Sea Queen credit her with a catch of 300 mackerel a few nights ago, made off Atlantic City, N. J. The Sea Queen is commanded by Robert S. K. Dunham this season and is now following the mackerel up the coast.

Three fishing steamers, all pollock seiners, were in port Thursday afternoon. They were the Bethulia, Geisha and Philomena, and all were formerly pleasure yachts. The captains are searching for pollock in this vicinity, for the fish are reported very plentiful all along the coast, and there is indication of a good pollock season.

Revenue cutter Acushnet towed the disabled schooner Romeo into Vineyard Haven, Tuesday afternoon, from Nantucket shoals. The Romeo's mainsail was badly torn, her yawl boat stove in and her stern somewhat damaged, but she was not leaking. The schooner Freddie Eaton, Calais for New York, which was in collision with the Romeo, sailed into port with jib gone, but otherwise undamaged.



THE NANTUCKET-BROCKTON PARTY AT WAUWINET AS BOYER CAUGHT THEM.

Left to right—Rear row: Ernest H. Jernegan, Edward L. Hayes, R. T. Fitz-Randolph, Horace Taber, Fred A. Hoyt, W. N. Johnson, Ozro W. Humes, Luke Reynolds, Millard F. Freeborn, James E. Chapel, Louis Coffin, George Taber, F. G. Baldus, A. H. Wilbur, Dr. A. E. Paine, Alderman Churchill, J. Butler Folger, J. A. Burton, Whittemore Gardner, W. R. Beal, Arthur Williams, Edgar L. Chase, William H. Wyer, M. F. Barrett, Lauriston Bunker, C. L. Packard.

Second row: H. G. Haddon, J. C. Sheehan, William H. Thayer, Elliot L. Bonney, James Y. Deacon, Mayor H. C. Howard, Herbert G. Worth, Arthur C. Fish, George Clarence Holmes, Frank L. Crocker, W. H. Burgess, Dr. C. E. Perkins, Charles M. Park.

On the ground: Sidney V. Fisher, Edward G. Swain, Charles W. Ellis, Zenas W. Lewis, William H. Barrett, G. F. Logue, Dr. A. G. Rand, H. B. Turner, Joseph M. Swain, Fred H. Folger, William J. Blair, Fred Willets Folger, Charles C. Hammond, Charles F. Hammond, William H. H. Smith, Edward H. Perry, Herbert W. Bennett, Chester W. Weeks, Alexander M. Myrick, Arthur Westgate Jones.

The man behind the camera—Maurice W. Boyer.

May 20, 1911.

Reminiscences

FIFTY YEARS AGO.

Capt. George Palmer has been appointed Inspector of this port, in place of Frederick W. Folger, resigned.

William H. Wait has been appointed Deputy Collector of this port, in place of Andrew J. Morton, resigned.

Alfred Macy, formerly principal of the Coffin school, was presented, on Monday last, with two beautiful silver goblets, lined with gold, by his former pupils, as a token of their affection and esteem.

FORTY-FIVE YEARS AGO.

Fishing schooner Ellen H. Gott carried away the head of her foremast off Succoneisset, on Monday.

Married, in Brooklyn, N. Y., March 26, Eben Poole, and Miss Maria L. Swain, formerly of Nantucket.

Married, in New York, 10th inst., George W. White of New York, and Miss Amelia Barnard, of Nantucket.

Married, in this town, 16th inst., by the Rev. S. D. Hosmer, William H. Wait and Miss Elizabeth Ann Bunker.

FORTY YEARS AGO.

Two chickens were recently hatched from one egg by a hen belonging to James T. Worth, at Siasconset.

Married, in Salisbury, April 26, Nathaniel H. Folger, formerly of Nantucket, and Miss Mary E. Fuller.

Married, at Port Adelaide, Australia, on ship Rutland, of Boston, James F. Wixner, of Melbourne, and Miss Sarah S. Gardner, formerly of Nantucket.

THIRTY-FIVE YEARS AGO.

James H. Wood took 101 cod off 'Sconset, last Wednesday.

Two hundred and fifty vessels were in sight from here, Friday morning.

The Tawtemeo is at Woods Hole, taking on the spiles to be used in repairing the steamboat wharf.

Three colliers were at the bar, Friday, with cargoes consigned to E. W. Perry & Co. and Capt. Joseph McCleave.

Joseph C. Thompson sailed from New Bedford, last week, as third officer of schooner Abbie Bradford, of that port.

THIRTY YEARS AGO.

George B. Paddock is building a new baker's wagon for Messrs. Chase & Cook.

Married, in this town, 8th inst., Nelson P. Dunham and Augusta C. Seastone.

The first car to be used on the N. R. R. is on exhibition at the shop of William M. Hallett.

The schooner Lillie Ernestine of Harwich, has been purchased on private terms, to take the place of sloop Tawtemeo, as the regular packet between this place and New Bedford.

TWENTY-FIVE YEARS AGO.

The new steamer Nantucket was launched last week.

John H. Roberts went on duty this week as a special day police officer.

The Nathaniel Fitzgerald homestead on Orange street has been sold to Edward P. Norcross.

The surveyor is making a substantial gutter for surface drainage on Pleasant street, near High.

A handsome model of a full-rigged schooner yacht, made by Capt. J. O. Freeman, of the Surfside life-saving station, is on exhibition in the Pharmacy.

TWENTY YEARS AGO.

Wallace Cathcart has started in the oil business, with a team.

Schooner Mary E. Crosby grounded on the bar, Monday, while entering the harbor.

Married, in Dorchester, 13th inst., Dr. Arthur E. Austin and Miss Louise Bunker.

Married, in New York city, 12th inst., Lawrence Folger and Miss Margaret Kelly.

Married, in this town, 13th inst., by the Rev. E. P. Little, John W. Brady and Miss Miriam F. Sandsbury.

FIFTEEN YEARS AGO.

Elisha P. Gardner has been reappointed special police officer.

A dozen sea perch recently caught at Long Pond weighed 10 pounds.

The Savings Bank Building has been painted this week by H. Paddock & Co.

W. F. Wentworth, reader and impersonator, is to give a literary entertainment in the Atheneum, May 20th.

TEN YEARS AGO.

Sloop Jennie, Capt. Eldredge, arrived in New York, May 1, with a large fare of codfish.

A few flakes of snow fell Monday morning, and for an hour or two the air was bleak and chilly.

The rooms of the Nantucket W. C. T. U. on Main street were opened Monday evening, May 6, with appropriate service of dedication.

Robert W. Coleman, while descending a ladder at the house of A. K. P. Bucknam, Monday, was precipitated to the ground by the breaking of one of the rungs, sustaining slight injuries to his leg and shoulder.

FIVE YEARS AGO.

Auxiliary catboat Elsie, of Bourne, has joined the Nantucket fleet.

James Stiles has been granted a pension at the rate of \$8 per month.

Bids are being called for watering the streets of the town, the coming season.

An application is to be presented to the selectmen for a license to run an auto coach line between Nantucket and Sconset.

Steamer Verbena came down Tuesday with the household effects of William E. Small, who recently resigned as assistant keeper of Great Point lighthouse.

W. F. Codd has resigned as treasurer and general manager of the Gas and Electric Co. The vacancy has been filled by the choice of Franklin Folger, treasurer, and John C. Ring, general manager.

FOR SALE

SURREY for sale—Extra heavy tires, roller bearing axles, boot and lap robes. Bargain if taken at once. Elmer E. Ames. my20 tf

CATBOAT—18-foot Catboat for sale or to let. Apply to F. W. Clisby, New Mill street. my20 4t*

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

OLD CHINA for sale—A few pieces of fine old China—"Onion Dresden" and "English Spode." No dealers. Address M. H. F., this office. my20 2t*

CATBOAT—20-foot Catboat for sale. Apply to Walter N. Chase. my20 4t*

BARN and 4 1-2 acre lot, Main street, for sale. Pasture lot, 4 1-2 acres, Crooked Lane. Address Box 64, Nantucket, Mass. my20 tf

BOX WAGON for sale. Apply to M. N. Harris, 9 School street. 1t*

WHITE PAPER for shelves and bureau drawers, for sale at this office. Twenty cents buys twelve large sheets.

DRY SALTED POLLOCK for sale—5 cents a pound. Leave orders with William F. Brownell, 47 Fair street. m13 2t*

CATBOAT "SAMOSET" for sale. Auxiliary, 32 feet long, in first-class condition. Apply to Patrick Robinson, Nantucket. ap22

500 CARRIAGES and HARNESSSES of all kinds for sale. All prices. Write for catalogue to J. T. Sharkey, 63 Bay street, Taunton, Mass. al5 8t*

PIANO for sale or to let. At a bargain, if taken at once, a second-hand piano, in first-class condition. Apply to E. G. Thomas. ap8 tf

COTTAGE HOUSE for sale. Inquire of Henry C. Coffin, 5 Prospect street, Nantucket, Mass. ap8 tf

LAND—Ten acres good tillage land, with large barn, for sale on easy terms. Inquire of Byron E. Pease. mh4 tf

QUIDNET HOUSE—At Quidnet, furnished house, with stable. House contains seven rooms; has piazza, fine spring water, ocean and lake view, surf and still water bathing. Apply to Anthony W. Ayers, Agent. my29 tf

Reminiscences

FIFTY YEARS AGO.

A severe tempest was experienced here on Monday night.

Married, in Siasconset, 16th inst., by the Rev. Mr. Howell, Ensign Rogers and Miss Eunice S. Jones.

A corps of our young, vigorous citizens are now under military drill, under command of Captain William Summerhayes.

FORTY-FIVE YEARS AGO.

Married, in West Dennis, May 6, Henry S. Snow, of Harwich, and Miss Mary C. Hamblin of Nantucket.

At a town meeting held on Wednesday afternoon, Grand and Traverse Jurors were chosen for the ensuing year.

Sloop Tawtemeo, from New Bedford for this port, shipped a sea near Cape Poge, on Sunday last, which washed a barrel of kerosene and a quantity of coal off her deck.

Dr. E. P. Fearing was the victim of a runaway accident, on Friday, his horse bolting and throwing him violently from his chaise. He was badly cut. Dr. J. B. Ring gave surgical aid.

FORTY YEARS AGO.

Married, in this town, May 28, by the Rev. G. A. Morse, John J. Morse and Mrs. Sarah Prouty.

Married, in New Bedford, 19th ult., Samuel P. Pitman, of Nantucket, and Miss Abbie G. Tripp, of Fairhaven.

In token of respect to the memory of Capt. Samuel Barrett, the flag on the Pacific Room was displayed at half-mast on Wednesday, the day of his funeral.

THIRTY-FIVE YEARS AGO.

W. C. L'Hommedieu has been appointed town weigher by the selectmen.

A cargo of yellow pine lumber for the steamboat wharf is expected this week.

On Friday the mercury recorded 78 degrees at noon in the sun, 67 degrees in the shade.

Hummock pond was opened Monday, the herring running in lively from the sea. On Thursday Charles F. Ray took 1,300.

The three-masted schooner Sallie M. Evans came into port, Saturday, with 286 tons of coal for E. W. Perry & Co. This is the second vessel of the kind that has ever entered the harbor.

THIRTY YEARS AGO.

Water pipes were laid at the cliff, Thursday.

Married, in this town, 22d inst., Calvert Handy and Miss Lucinda Ray, both of Nantucket.

Schooner Lillie Ernestine, the new vessel purchased to run between this port and New Bedford, arrived Saturday with a full freight, under command of Capt. David Ray, late of the Tawtemeo.

At a meeting of the school committee on Tuesday evening, it was voted to adopt the following scale for teachers' salaries in the town schools: high school principal, \$1,000; high school assistant, \$425; first grammar, \$375;

second grammar, \$325; first intermediate, \$300; second intermediate, \$260; primary, \$240; Orange street, mixed, principal, \$300; Orange street, assistant, \$150.

TWENTY-FIVE YEARS AGO.

A cargo of ties for the Nantucket Railroad company arrived, Sunday.

The interior of the Atheneum library is being painted by George K. Long.

Steamer Island Belle is being painted and put in readiness for the season's work.

Married, in Brooklyn, 19th inst., James E. Ramsey and Miss Elizabeth W. Coffin, formerly of Nantucket.

Married, in this town, 23d inst., by the Rev. George Brightman and the Rev. Louise S. Baker, Marcus Howes and Emeline B. Chadwick.

TWENTY YEARS AGO.

Ice formed Saturday night.

Columbus Hussey is painting Union Chapel, Siasconset.

Wallace Andrews is at home, his term of three years' service in the U. S. cavalry having expired.

On Monday two shares of Pacific National Bank stock were sold at auction by A. M. Myrick, at \$185 each.

Thomas W. Barrally, of the firm of Betts & Barrally, has been appointed City Engineer and Superintendent of Sewers at North Tonawanda, N. Y.

FIFTEEN YEARS AGO.

Superintendent Sparrow, of the life-saving service, has been here in an official capacity this week.

The David G. Hussey property, corner Centre and Lower Pearl streets, was sold at auction, Wednesday, by A. M. Myrick, for \$2,350, including the furniture, John Roberts being the purchaser.

Parties from Boston were here early in the week, looking over the route between Nantucket and Siasconset, with the construction of an electric road in view, should conditions prove favorable.

TEN YEARS AGO.

Pollock have struck on.

The front of the old postoffice building is being repaired.

Twenty barrels of perch were shipped from the island this week.

Married, in Somerville, 9th inst., Miss Elizabeth H. Berry and Karl Graves Johnson.

The Atlantic House, Siasconset, has been sold to Mrs. Imogene F. Orr, by A. T. Mowry, agent.

The teachers of the public schools had a chowder picnic, Saturday, at "Wanackmamack Lodge," Sconset.

FIVE YEARS AGO.

The work of concreting Lower Pearl and South Water streets was commenced on Thursday.

Miacomet pond was opened to the sea on Sunday, and a few hours later quantities of herring were being captured.

The spring mackerel season has commenced, but the fishermen have not landed any large fares, dogfish being too abundant.

Steamer Gay Head went on the local route Thursday for the season, the Uncatena resuming her place on the Vineyard line.

A bill appropriating the sum of \$5,000 for the further improvement of Nantucket harbor has been passed upon favorably by both branches of the legislature and went to the governor on Thursday for signature.

THE INQUIRER AND MIRROR, SATURDAY MO

BIG CAPTURE OF BLACKFISH.

Took Place in the Seventies, When Capt. Heman Eldredge, the Nantucket Pilot, Shooed a Big School of Them Ashore. Had Been Seeking an Inbound Vessel in the Fog When He Sighted Them. Related by Sinon J. Nevins in Boston Globe.

In the early '70's Capt. Heman Eldredge, a venerable pilot living in Nantucket, left his landing place early one morning to go into the sound, in search of a schooner, bound from Philadelphia to the island, with a load of coal for the steamboat company.

It was foggy, and as his little 20-foot double-ender carried him out past the end of the pier he remarked to a friend who was standing there that if the weather held thick he might run into Madaket harbor for the night, as he intended to follow the shore as far as that point.

He little dreamed what was in store for him that day. He would tack well out into the sound, and then in, until he "raised" the shore, but saw no signs of the expected schooner or any other object during the forenoon.

Early in the afternoon, however, when he calculated he was sailing along in deep water he was startled by the sound of what appeared to be breakers dead ahead of his little craft.

He brought his boat about, and, somewhat alarmed, headed in the opposite direction, and as soon as he could, he sounded, and found precisely the depth of water he calculated should be there.

What meant the breakers, then? Surely he was not mistaken. It was like the sound of rushing waves over a tide rip. He had heard similar sounds all his life and recognized them perfectly. However, he would hold his little craft on her present course until he "made" the beach again.

His calculations were right again, for the beach came in view just as he figured it would. He recognized a hill he had seen a hundred times or more. There was the old surveyor's post that had often been taken for a man, standing on its edge. The rock at the base of the hill was more convincing evidence that he was right.

Nevertheless those rushing sounds puzzled him, and he did not like to be puzzled on the water. He was proud of a claim that he always made, to the effect that in all his going to sea, he never was where he did not know precisely where he was. "If I had been," he used to say, "I had no business there. And I never go where I have no business."

He brought his boat about once more, and again headed out into the sound. He had not gone as far as on his former tack when his keen ear again caught the sound, just as it previously seemed to him.

He was startled now. He was an old man, out in the sound alone in the fog, with nobody within miles of where he was. He let the sheets to his lug sails flap for a moment or two in the light air, and listened.

There it was, just as before, not more than 200 yards off, but the fog would not permit of his seeing one quarter of that distance. To go for help to investigate the cause was out of the question. Fish might make a similar sound, he reasoned, but the only fish ever seen in those waters were bluefish, and their flipping could not be heard a stone's throw off.

He was puzzled as never before. He sounded again. Yes, he was right. There was no shoal water around him on either side. He hauled aft his sheets and drove the Esther ahead a little further. There was no question but that he was approaching it, whatever it was. He was ready to bring his boat about on the instant, just keeping sufficient steerage way on his "ship" to have her answer her helm quickly in case of necessity.

If the fog would only lift for a minute. But it would not. Besides, it was now past noon, and, if anything, the fog was becoming thicker. Furthermore, the tide was falling, which meant thicker fog or rain on the change of tide.

He resolved to fathom the mystery then and there. He hauled aft still further on the sheets of his little lug sails and his double-ender increased her speed in proportion. He arose from his seat at the tiller, in order that he might peer further into the thick veil of fog.

Suddenly, could he believe his eyes? Was he in a dream? No, no, for there directly ahead of him and as far as he could see through the fog on both sides was a school of whales. In the fog each looked as big as a house. They were playing, sporting, and gradually working in shore. What should he do? What could he do? There was no one to help him, and alone he was



Blackfish ashore on Eel Point, Nantucket, from an old photograph in possession of Sinon J. Nevins.

powerless. Many a younger man would have headed his craft in the opposite direction, and made the quickest speed possible for shore. Not so with Uncle Heman, as he was called and known by everyone.

He reasoned, if they should stampede in their play, he could see nothing but disaster for himself and his boat. He decided to look them over, and worked around under their lea, so that they could not get his scent.

What a sight. No man ever before nor since beheld a similar one in those waters. He counted more than 200 in the school, but as he became more accustomed to them and got in a little nearer to the edge of the school, he saw that they were blackfish, a species of whale, much smaller, but in every other way greatly similar.

"Let's see," he reasoned with himself. "They are working inshore and the tide's falling. If I could only scare them and start them on a blind run toward the bar at Eel point, some of them sure would get ashore, and before the tide came in would be dead."

Schooling fish will follow their leader, and if I can frighten them they are mine, or at least some of them."

He worked his boat out around the end of the school, and then tacked to the windward of them. He removed a board from the flooring, and brought it down full force on its flat side on the after thwart of his boat, at the same time yelling with all the strength of his lungs.

Almost instantly the entire school ceased play and sounded. In their anxiety to escape the danger incident to the racket made by the old pilot to the windward of them, the fish rushed off to leeward, just in the direction he would have them go, to sure capture and destruction. He followed them as fast as his boat would carry him, all the while yelling and pounding the board. On rushed the fish into the shoal water. The leaders could not stop if they wished, as those in the rear were crowding them onward at a terrific pace.

Into the shoal water and on to the bar they went, some of those in the rear rushing on to the backs of the

foremost, and forming a line through which the extreme rear fish could not penetrate. They were perforce thus halted, and fully 150 turned and escaped. Those that struck on the bar, however, despite their strenuous efforts to free themselves, were securely trapped. The tide gradually falling left them high and dry, and long before its return they were dead.

Along the aged skipper viewed his catch, and when the tide was well out, he securely fastened their tails together with rope, using his anchor rope, his spare halyards, his fore and mainsheets, and any rope that he could bring into play.

Then he securely anchored them, that the rising tide might not rob him of his catch, and calmly set sail for the harbor, seven miles distant, to secure help.

Before leaving the scene he counted the fishes and found he had trapped 96 out of about 250. Usually the blackfish is captured by being harpooned. They are sometimes found singly or in pairs on the grounds frequented by whaling ships and occasionally in former years in Massachusetts waters, but very rarely.

Capt. Eldredge procured assistance and returned to the scene of "the experience of his life" early the following morning. His catch were securely riding at anchor, and the men who accompanied him were loath indeed to credit his story until they were there on the scene.

The fish were cut up, the blubber of fat being removed from the carcass, brought to town in dories and tried out, the "trying out" process being similar to the trying out of pork or lard, except that the blubber was cut up into much larger cubes and "boiled down" to scraps in huge try-pots. The scraps, when forked out of the pot, are about the size of an average man's hand, and are quite pleasing to the taste, resembling somewhat the taste of bacon fried to a crisp, but not quite so salty.

A handsome sum was realized by the aged pilot for his few hours' work in the fog, and his associates along the water front were loud in their praise of his courage.

S. J. Nevins.

In excavating for the new-town sewer, the workmen came across portions of the skeleton of a whale on Washington street. This vicinity was many years ago near the oil yard of the Christopher Mitchell Co., and the harbor front was only a few feet from where the sewer has been laid. A plan of this section, drawn in 1831, is in the possession of Suel C. Winn.

Reminiscences

FIFTY YEARS AGO.

Alfred Macy has been admitted to the bar, to practice law in the courts of this commonwealth.

Steamer Island Home arrived Tuesday from New York. She has been equipped with a new boiler.

Married in this town, June 3, by George Cobb, Esq., Thomas J. Crocker and Mrs. Mary A. P. Simmons, both of Nantucket.

FORTY-FIVE YEARS AGO.

Married, in Fall River, 16th ult., Joseph F. Borden and Miss Marianna Hussey, formerly of Nantucket.

The building situated on the land of the late George Myrick and formerly occupied by Coffin & Jenks as a harness maker's shop, has been purchased and removed to the land on Orange street, where the house of Capt. William Brown formerly stood, and will be used as the school house for the Mission Sunday School.

FORTY YEARS AGO.

The first bluefish of the season were caught at Madaket on Monday last.

The pines just south of the Fair Grounds were on fire Friday afternoon.

Married, in San Francisco, May 10, by the Rev. Robert Bently, Benjamin B. Lawrence and Ellen Stewart.

A house on Coon street has been purchased by the government and taken down, and is to be put up near Bug light as a residence for the keeper, Mr. Hiller.

THIRTY-FIVE YEARS AGO.

Schooner L. O. Foster is taking a cargo of salt codfish for New York.

Vegetation suffered considerably in some localities by the heavy frost of Tuesday night.

Married, in this town, June 1, by the Rev. C. J. K. Jones, Gilbert M. Allen, of New York, and Miss Maria W. Palmer, of Nantucket.

THIRTY YEARS AGO.

The mercury registered 78 degrees on Tuesday.

The children of the M. E. Sunday School enjoyed a picnic on Monday last.

Dr. Arthur E. Jenks has a small oil painting on exhibition at Pitman & Ellis' Pharmacy, representing the hanging of the dials of the new town clock, a cleverly executed piece of work, showing the most minute details.

Steamer Island Home run aground on the bar, Wednesday, owing to a dense fog. The mail and passengers were landed at the Cliff. The steamer arrived at her dock between three and four o'clock the following morning.

TWENTY-FIVE YEARS AGO.

The postoffice at 'Sconset opened Tuesday.

The telephone will be connected with the Surfside station at an early date.

The Nantucket Railroad Company will run trains on and after the 21st.

TWENTY YEARS AGO.

The Sherburne House has received a new coat of fresh paint.

Married, in San Francisco, 3d inst., Clarkson Swain and Jane Moran.

Capt. Isaac Hamblen, keeper of Great Point light, is the first to capture a bluefish in these waters this season.

The contract for supplying the town's coal, as specified in the recent calls for bids by the selectmen, has been awarded Capt. John Killen.

Edwards Woods, of this town, is the successful candidate in the competitive trial for nomination for Annapolis Naval Academy. He stood first in both written test and physical condition.

FIFTEEN YEARS AGO.

Miss Edith Worth has been appointed teacher of Madaket school.

Miss Beatrice Flagg entertained young friends last Saturday, at her home on Westminster street, the occasion being her eleventh birthday anniversary.

Up to Thursday morning but one bluefish had been caught by Tuckernuck fishermen, but the fishing in the harbor has been more successful, one boat bringing in twelve on Wednesday. On Thursday one boat got forty-six off South Shore.

TEN YEARS AGO.

One boat at 'Sconset landed 140 pollock on Monday.

Saturday night the steamer landed 100 passengers here.

Holmes, McCleave & Co. will open a fish market in 'Sconset this season.

Steamer Waquoit, in passing through Madaket harbor, Saturday, grounded, lying there from 10 a. m. to 2 p. m.

Marcus E. Howes, who has been in charge of the jetty lights, has exchanged places with the assistant keeper of Great point light.

FIVE YEARS AGO.

Married, in Providence, June 6, Austin Strong and Miss Mary Wilson.

W. V. Birney made his first trip to town from 'Sconset in his automobile, Monday.

Arthur M. Taylor is erecting a commodious stable for Richard A. Brooks on his land on West Centre street.

Alfred E. Smith has been awarded the contract for plumbing in the Congregational parsonage on West Centre street, and Willard B. Marden has secured the contract for heating the building.

Reminiscences

FIFTY YEARS AGO.

Married, in San Francisco, May 1, William H. Mead and Miss Ariana Mitchell, of Nantucket.

The weather for the past few weeks has been exceedingly dry, and vegetation is suffering for rain.

Brig Jaffa, Capt. Douglass, of Maitland, N. S., from Sydney, C. B., bound to New York, with a cargo of coal, struck on the Old Man shoal, Saturday night, and went to pieces. The crew took to their boats and landed at Siasconset on Sunday morning.

FORTY-FIVE YEARS AGO.

The elms on Main street are looking finely.

The catch of cod fish at Siasconset this spring is the smallest known for years.

Two of our fishermen have arrived from the banks during the past week, the schooner D. D. Geyer, on Tuesday, with 350 quintals of cod, and the C. C. Davis, on Wednesday, with 400 quintals.



The Old Curiosity Shop

on Middle Pearl street

IS OPEN
FOR THE SEASON
Of 1911.

C. A. Chenoweth, Prop.

A Circulating Library,
with all the latest popular
books.

June 24, 1911

Reminiscences

FORTY YEARS AGO.

Married, in Utica, N. Y., June 1, Henry M. Garvin and Margaret R. Root.

Married, in Waterbury, Conn., June 1, Rev. Charles F. Elliott and Miss Henrietta Foster.

Schooner Lucy Church, of this port, has been purchased by Capt. Edwin Baker, of Ashton, R. I.

Bluefish are now quite plenty, being taken by throwing from the shore at the south side of the island.

THIRTY-FIVE YEARS AGO.

Married, June 15, Alice M. Kane, of Cambridge, and James H. Gibbs, of Nantucket.

Born, at Pagoda Island, China, March 30, a son, to Mr. and Mrs. C. G. Bunker, Jr.

Charles E. Hayden is erecting a wharf to connect his outer and inner bathing houses.

One hundred twenty-five mackerel catchers have been hovering about the island this week.

Capt. William T. Swain is erecting a coal pen on his lumber wharf, his increasing business making it necessary for him to have a larger bin.

Harbor News

Surveyor Mitchell has this week cleaned Main street and trimmed the grass that had grown at the bases of the fences.

The Rev. and Mrs. George E. Brightman were pleasantly surprised, Tuesday evening, a party numbering one hundred persons invading their home.

TWENTY YEARS AGO.

The dry spell is broken.

Haying has begun in good earnest.

The noon boat did not come down, Thursday, owing to boisterous weather.

Mrs. Alexander G. Coffin, of this town, sailed from Boston, Saturday, for Europe, on steamship Arizona.

A little daughter of W. P. Rex fell upon a stove, Thursday, inflicting an ugly wound on the top of her nose. Dr. Marsh was called.

FIFTEEN YEARS AGO.

Charles S. Vincent is to run as engineer of steamer Coskata this season.

W. H. Gibbs has a hen that laid two eggs which tipped the scales at 8½ ounces.

Joseph Terry has bought of Hiram C. Folger the Wilcomb estate on Pleasant street.

Arthur W. Jones has been before the inspectors at Boston to secure a license as commander of the Wauwinet steamer.

The steamer did not dock here until 7 o'clock, Tuesday night, being delayed in discharging lumber at Vineyard Highlands.

TEN YEARS AGO.

Bobolinks are numerous on the island.

High winds have seriously interfered with the mackerel fishermen this week.

Married, in Oakland, Cal., 5th inst., Charles F. Allardt and Carrie Barnard Clisby, formerly of Nantucket.

The bills fixing the salaries of the Judge and Register of Probate of Nantucket was signed Wednesday.

Married, in this town, 11th inst., by the Rev. Edward McGuffey, Ezra M. Horton, of Burlington, Vermont, and Edith Murray, youngest daughter of Mr. and Mrs. Albert I. Tobey.

FIVE YEARS AGO.

The Cliff bathing houses are open for the season.

Married, in Methuen, 10th inst., William Finlay Morgan and Miss Elise Nevins.

Steamer Gay Head had some difficulty in locating the channel entrance at the bar in the dense fog which prevailed Saturday evening, and did not reach her pier until 8 o'clock.

Steamer Petrel was the only boat in the mackerel fleet which put out Tuesday night, and she had a rough experience during the storm which broke before morning, but secured 489 mackerel, nevertheless.

FIFTY YEARS AGO.

Married, in this town, 20th inst., by William Cobb, Esq., Remark E. Wixon and Miss Mary Ann Young.

Married, in this town, 24th inst., by George Cobb, Esq., Richard V. Cloft, of Abington, and Miss Almira S. Ellis, of Nantucket.

A little daughter of William B. Ray was scalded, Friday, by pulling over a pot of hot coffee. The child received severe, but not dangerous injuries.

FORTY-FIVE YEARS AGO.

The first swordfish of the season were carried into New Bedford on Monday.

Bluefish were never more plenty around the island than they have been the past week.

Bark Winslow, Capt. Brooks, from Philadelphia for Portland, Me., with coal, struck on the rip west of Muskeget, on Monday afternoon. Peter Folger, underwriters' agent, went to her assistance that night. She is being stripped of sails, rigging, etc.

FORTY YEARS AGO.

Married, in this town, 12th inst., by the Rev. George E. Morse, Isaac Hamblin and Miss Susan E. Fisher.

Married, in this town, 14th inst., by the Rev. George E. Morse, Francis H. Fisher and Miss Almira Patterson.

The new public school on the departmental plan went into operation on Monday, under the charge of C. M. Barrows. The High school building has been divided into eight rooms, four on each floor. Three of these rooms constitute the Primary Department, three the Grammar and two the High or Classical Department. The teachers elected are as follows: Classical—C. M. Barrows, principal; Miss Mary B. Swift, head assistant. Grammar—Alexander Macy, Jr., sub-master; Mrs. Olive B. Meader, Miss Lizzie G. Coggeshall. Primary—Misses Susie R. Barnard, Elizabeth E. Adlington, Winnifred S. Chase.

THIRTY-FIVE YEARS AGO.

Married, in Rootstown, Ohio, Charles Bradshaw and Miss Mary L. Russell.

Mrs. Mary G. Pitman has sold the Abram Swain house on Orange street, to Solomon Howe, of Maine, for \$600.

William M. Bunker, of the San Francisco Stock Report, has been elected official reporter of the San Francisco Board of Brokers.

The Nantucket Literary Union gave a public entertainment in Atheneum Hall on Monday evening, presenting a well selected program with which the audience was well pleased.

THIRTY YEARS AGO.

Married, in Roslyn, L. I., June 1, J. Sherwood Coffin and Ida E. Willits.

Two houselots at the Cliff have been sold to Robert S. Gray, of Walpole, Mass.

A. M. Norcross has fitted up a house in Quidnet which will be known as the Weston House.

Timothy F. Clisby, George E. Coffin and Charles W. Lawrence left Tuesday for New London, to join schooner Roswell King. Mr. Clisby will take her to Greenland, Mr. Coffin going out as his mate.

TWENTY-FIVE YEARS AGO.

Married, in Siasconset, June 20, by the Rev. George E. Brightman, John C. Jones and Sara E. Chadwick.

The extension to the eastern part of Steamboat wharf is nearly finished and the berth for the Nantucket completed.

The House bill to annex Muskeget and Gravelly islands to Nantucket county, on which the Committee on the Judiciary reported ought not to pass, was considered Monday in the senate, and it was ordered to a third reading.

TWENTY YEARS AGO.

Plans are on foot to organize a G. A. R. Post in Nantucket.

U. S. Steamer Bache has gone to New Bedford for repairs.

Charles E. Burgess caught six blue-fish from 'Sconset beach, Sunday.

Two men caught seventy-eight blue-fish, Saturday, at South Shore, fishing from the beach.

Miss Helen Locke graduated last week from the Normal Department of the Norwich Free Academy.

FIFTEEN YEARS AGO.

False fire alarm, Friday evening week. Proved to be stubble burning on a farm in Quaise.

Married, in Cambridgeport, 13th inst., Lincoln Allen, formerly of Nantucket, and Nellie Burton Bateman.

Married, in this town, 16th inst., by the Rev. O. M. Martin, James G. Norton and Mrs. Clara A. Winslow, both of Cottage City.

TEN YEARS AGO.

The assessors have fixed the tax rate at \$12.50 per \$1,000—a little less than last year.

Married, in this town, 19th inst., by the Rev. J. O. Rutter, Josiah E. Backus and Bertha Wing, both of Nantucket.

Married, in this town, 20th inst., by Rev. Thomas S. Sayer, Herbert W. Coffin and Elizabeth W. Sandsbury, both of Nantucket.

Franklin B. Taylor has received an offer from the Montana Wesleyan University at Helena, to take charge of the normal methods in that institution.

FIVE YEARS AGO.

Repairs are being made to Brant point road.

The Wauwinet wharf has been put up this week.

Todd, the candy man, gave a "sample party" in John B. Chace Hall, Monday evening, which made a big hit.

George W. Burgess has been appointed by Governor Guild a pilot for the waters of Nantucket harbor and sound.

Death of Hiram Reed.

The passing of Hiram Reed on Saturday last removed a character long familiar to the people of Nantucket—a man who was respected and highly esteemed by all who knew him. The aged negro had lived a long and eventful life. Born a slave in the family of Mrs. Harriet Reed of St. Louis, he first saw the light of day in a little log cabin on the banks of the Mississippi, May 4, 1830. Shortly after his birth his "Missus" married Thomas L. Snead of St. Louis, and it was in this gentleman's family that he lived until he came to Nantucket.

Hiram was an indoor servant—that is, he tended the front door of the family mansion, waited on table and acted as valet for his master. He declared that he was never mistreated, always had plenty to eat and lived as a slave quite comfortably.

In the year 1860 he was rented out to a steamboat company plying on the Mississippi, and it was while working on the old J. C. Swan, one of the fastest boats on the river at that time, that Hiram gained his freedom. One of the Union boats seized the vessel, and Reed, together with all the other



THE LATE HIRAM REED.
Photo by Boyer.

slaves, was taken to St. Louis, where he was set free by a "Deed of Manumission." This document, which he carefully preserved to his dying day, reads as follows:

Deed of Manumission.

Whereas, Thomas L. Snead, of the City and County of St. Louis, State of Missouri, has been taking active part with the enemies of the United States in the present insurrectionary movement against the government of the United States, now therefore, I, John Charles Fremont, Major-General commanding the western department of the army of the United States, by authority of law and the power vested in me as such commanding general, declare that Hiram Reed, heretofore held to service or labor by said Thomas L. Snead, to be free and forever discharged from the bonds of servitude, giving him full right and authority to have, use and control his own labor or service as to him may seem proper, without any accountability whatever to said Thomas L. Snead or anyone, to claim, by, through or under him. And this deed of manumission shall be respected and treated by all persons and in all courts of justice as the full and complete evidence of the freedom of said Hiram Reed.

In testimony whereof this act is done at headquarters of the western department of the army of the United States, in the City of St. Louis, State of Missouri, on this twelfth day of September, A. D. eighteen hundred and sixty-one, as is evidenced by the Departmental Seal hereto affixed by my order.

J. C. Fremont,
Maj.-Gen'l Commanding.

The pass issued to Hiram Reed by the provost-marshal at this time reads:

Office of Provost Marshal,
St. Louis, Mo., Sept. 16th, 1861.

Permission is granted to Hiram Reed (colored) to pass beyond the limits of the city and county of St. Louis to go to Chicago.

J. McKinstry,
Major U. S. A., Provost Marshal.
Issued by E. H. Tunnichiff.

Description of Person.
Name, Hiram Reed; age, 19; height, 5 feet 3 inches; color of eyes, black; color of hair, black; peculiarities, colored.

It is understood that the within-named and subscriber accepts this pass on his word of honor that he is and will be ever loyal to the United States; and if hereafter found in arms against the Union or in any way aiding her enemies, the penalty will be death.

Hiram X Reed.
mark

Witness E. Hayward.

The originals of these two documents were read at the convention of the Bristol County G. A. R. Association, in Nantucket, in July, 1908, and the scene enacted as the aged negro tottered to the front of the stage and received the ovation from the four hundred persons gathered in the hall was one never to be forgotten.

After he was "freed," the California Rangers took charge of Hiram and one of their number, Joseph Palmer, who was going to Nantucket, offered to take him along with him, which he did. Upon his arrival here Reed settled down on the island and shortly after joined the Company I, of 5th Massachusetts regiment, under Col. Henry H. Russell, and went into the cavalry. He fought all through the war and was in at the fall of Richmond.

Returning to Nantucket at the close of the war, he married and engaged in business as a teamster, which calling he followed up to about ten years ago, when failing health and increasing years compelled him to retire to his little home on Pleasant street, where he died on Saturday, at the ripe age of eighty-one years.

Funeral services were held at his late residence, Monday afternoon, under the auspices of Thomas M. Gardner Post, No. 207, G. A. R., of which the deceased was a member, the officiating clergyman being the Rev. P. B. Covell, of the Baptist church.

NANTUCKET'S FIRE HORROR

Complete Account of the Terrible Disaster of Last Saturday Evening, Which Wiped Out Four Young Lives.

Since our last issue the island of Nantucket has been the scene of a terrible holocaust and the community has been saddened by a loss of life in a burning building not equalled since the destruction of the asylum at Quaise, sixty-seven years ago. The large boat-house belonging to Mr. and Mrs. William Barnes, Jr., a story-and-a-half wooden structure which stood on the tip end of Commercial wharf, was completely destroyed early last Saturday evening, and two young girls, Miss Helen Wilson of New York, aged twenty years, and Miss Mildred DeHaven of Brooklyn, seventeen years, were burned to death in the flames. Ulysse Pahud, the Barnes family butler, died shortly after from injuries which he received in endeavoring to rescue the young women, and Thomas B. Kerr, of New York, died Monday evening at 8 o'clock, after making a gallant fight for life against great odds, his body being so badly burned that the flesh left the bones. Thurlow Weed Barnes, 2d, the elder son of Mr. and Mrs. Barnes, was so seriously burned about the face and limbs that he hovered in a critical condition for three days after the fire, but on Wednesday Dr. J. S. Grouard, the physi-

Those who escaped from the flames uninjured were Miss Phebe Judkins of New York (a summer resident of Nantucket), Miss Tanner of Syracuse, Henry R. Wilson, Jr., Miss Ruth Wilson (brother and sister of Helen Wilson) and Rupert Warren and Manuel Rae, of Nantucket.

The building was eaten up by the flames in a very few minutes, and realizing that nothing could be done to save it, the department centered its strength on Swain's wharf, where the coal shed and other buildings were endangered by sparks, and it was only by hard work with buckets and streams from the hand engine and steamer No.

4 that the buildings were saved and a more extensive conflagration prevented. The knowledge that the bodies of two young girls lay among the smoking ruins caused an immediate search as soon as the flames had died away, and the blackened corpses, charred and burned beyond recognition, were soon found within a few feet of each other, one of them just inside the west entrance to the building. Only by the difference in height could identification be made, Miss DeHaven being



The Barnes boat-house before the fire. Cross marks the western entrance to the building. After this picture was taken, the piazza in front was continued to west end of the building. Photo by Boyer.

cian who attended the injured, announced that he would recover.

It was exactly at 5.55 o'clock Saturday evening that an alarm was sounded from box 42, the smoke arising from the boat-house having been seen by Capt. Charles G. Coffin as he approached Old North wharf in his catboat, and word was passed rapidly along to the nearest box. Long before the alarm was given, however, the entire building was afire, and although the lives of the two young women were snapped out, nine of the eleven persons who were in the building at the time had made their way out, either around by the rear of the building, or by jumping overboard.

the taller girl. The remains were taken in charge by Undertaker Lewis and, accompanied by the grief-stricken relatives, left on steamer Sankaty, Sunday afternoon, for New York city.

It was touching to see the two caskets placed side by side on the deck of the very steamer upon which, but twenty-four hours before, Miss DeHaven had been a happy, expectant passenger. Each casket bore a huge bouquet of flowers, and as they were carried aboard the boat many a head in the crowd gathered on the wharf was bared in mute testimony of the sympathy which the community extends the bereaved relatives.

Mr. and Mrs. William Barnes, Jr., were away from the island when the fire occurred, the former being in New York city, and the latter at the bedside of her younger son Landon, who had just undergone an operation in Albany. Mr. and Mrs. Barnes were communicated with by telegraph and reached Nantucket, Sunday afternoon, both suffering severe mental anguish on learning of the awful accident which had occurred.

The details of the origin of the fire and the chain of events which followed in the boat-house were at first conflicting for the stories told by the survivors were confusing, several of them not realizing what actually occurred within, being only aware of the fact that they escaped from the flames. In fact, it was at first difficult for even the relatives to gather details as to

what actually occurred or to learn what was the real cause of such a disastrous conflagration.

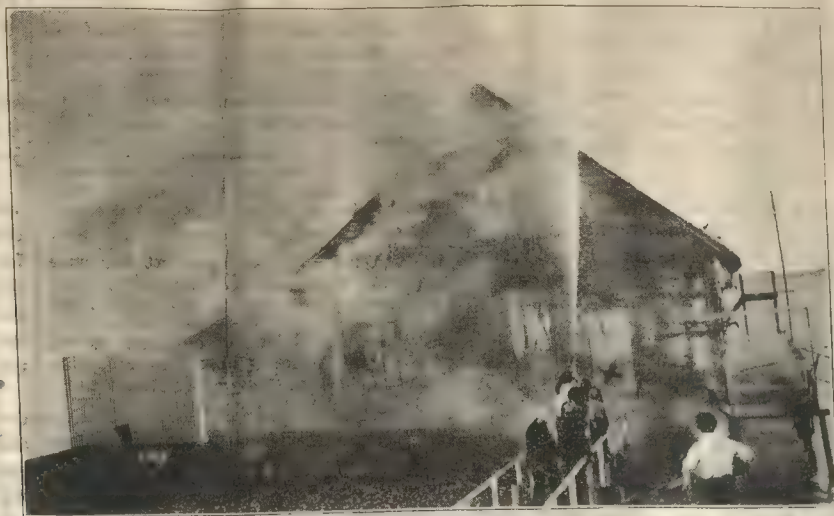
It seems that Thurlow had invited a party of young friends to enjoy an afternoon's sail with him, that they had just returned to the boat-house and were gathered together in the work-room on the west side of the building, three of the Barnes employees—Rupert Warren, Ulysse Pahud and Manuel Rae—being at work refinishing the floor of the large reception hall. The young people were standing about the work-room listening to the phonograph, chatting together and having a merry time, as young people are wont to do while on a summer's vacation, preparatory to leaving the building for their homes.

A match was thrown carelessly to the floor by one of the young men, and before any of them noticed it, one of the mops standing against the bench, which had been used in oiling the building, was ignited and burning briskly. Frightened by the blaze, Miss Judkins, Miss Tanner and Ruth and Harry Wilson rushed from the room, through the small door-way leading out onto the piazza, the first two making their way around the building to the north and clambering around the six-foot lattice to the wharf in safety, the Wilson boy and girl seeking refuge on the float in front of the boathouse.

The instant after the mop caught fire in the work-room, and with the intention of promptly extinguishing the little blaze, which had already singed Miss Wilson's shoe, one of the young men reached down and grabbed a pail standing on the floor, thinking it to contain water. Instead it contained turpentine and as the contents were dashed upon the burning mop and the young lady's foot, the whole room burst into flame, the burning liquid quickly igniting the light summer clothing worn by Miss Wilson and Miss DeHaven, who were standing on the north side of the room, near the door-way leading into the toilet.

Instantly the girls were surrounded by the flames and before they could turn and follow their comrades out into the hall they were probably dead. One body was found about four feet from the door and the other nearer the centre of what was the work-room.

Barnes and Kerr must have realized at once the fate of the girls, and with their own clothing burning and the cruel flames licking their flesh, they dashed out of the room. Barnes rushed through the large boat-room with his clothing aflame, and as he passed by



Scene when the fire was at its height, taken from the west. Cross marks western door-way. Work-room window on the left. Photo by Gardiner.

called to the butler to try and save the girls. Brave, faithful Ulysse endeavored to save his young master's friends, but he lost his life without accomplishing his purpose. Before his death Saturday evening he told of getting the burning body of one of the victims (presumably Miss DeHaven) out towards the door, but that it fell from his grasp to the floor.

With his own clothing and flesh burning, struggling for breath, and realizing that his efforts were useless, he forced his way back to the open air, too late to save his own life. "I think the girls were dead when I got there," said Pahud, "but I tried hard to save them and know that I have lost my life. My only regret is that I could not save those girls." The brave fellow knew from the first that he could not live, and he died a hero, his life sacrificed.

Realizing that their own lives were in danger, Warren and Rae made their escape from the building to the raft moored in front, and then helped their young master (and a moment later, the butler) to crawl along the rocks, from which position they were rescued by a boat from the dredger.

An instant after Barnes dashed out of the work-room, Kerr followed with his body a mass of flames, and plunged from the float into the water. He then got into a boat and rowed the Wilson boy and girl along to the landing in front of Alanson Barney's little boat-house, where the three scrambled up onto the wharf. Although horribly burned and only a few blackened rags covering his body, he was able to walk up the wharf, and early arrivals on the scene found him sitting on a log moaning over the horrible fate which had befallen his girls' friends. He was promptly placed in a team and driven over to the doctor's by Robert K. Appleton, and later conveyed to the Barnes mansion on Orange street, where he died Monday night, making a gal-

lant fight for life against great odds.

The details of the horrible affair, at first incomplete and disconnected, were flashed over the telegraph wires to all parts of the world, and Nantucket and her people (especially the stricken relatives) have received words of sympathy from all quarters in the terrible calamity that sacrificed four young lives. The fact that the affair happened in broad daylight, and in a story-and-a-half building surrounded by water on three sides, with a num-

ber of exits, makes it doubly heart-rending. It would seem as though the fire was a veritable explosion, and when one realizes what a burst of



THURLOW WEED BARNES, 2d.

flame would result from dashing a bucket of turpentine on a blazing rag, it seems indeed fortunate and remarkable that any of the young people gathered in the room escaped with their lives.

It is not strange that it was at first difficult to obtain the real facts regarding the holocaust, for the shock upon the survivors was so great that none of them realized what actually happened within the boat-house. Probably the exact story of the affair, in all its details, will not be known until Thurlow Barnes is sufficiently recovered from his injuries as to stand the shock which he will be obliged to meet, for at present he knows nothing regarding the fate of his friends—does not know that the fire resulted in loss of life. Not until his strength will permit will these horrible facts be made known to him.

The families of both young women who lost their lives in the flames are prominent in New York city and vicinity. Harry R. Wilson, father of Helen Wilson, is an officer and director of several financial and other corporations, and is a member, among others, of the Metropolitan, Union League and Republican clubs of New York city. The family residence was on West 92d street, near Riverside

drive. For a number of years Mr. and Mrs. Wilson and their children have been coming to Nantucket and they are well known among the summer colony. Mrs. Wilson, with her two daughters and son, had preceded Mr. Wilson to Nantucket this year, but he left New York early Saturday afternoon to join them for a week-end stay, the news of the terrible catastrophe which had robbed him of his elder daughter reaching him while he was en route.

The first knowledge of the terrible fate which had befallen her lovely daughter came to Mrs. Wilson when



THE LATE HELEN RANDALL WILSON.

her son Harry and her younger daughter Ruth rushed into the Sea Cliff Hotel and said: "Mamma, we tried to save Helen, but she has been burned to death."

Hugh DeHaven, the father of the other unfortunate girl, is head of a large iron and steel manufacturing company in Brooklyn, and is a member of several city clubs and also of the Montclair Golf club. The family occupies a fine residence in the old-time exclusive heights section of Brooklyn.

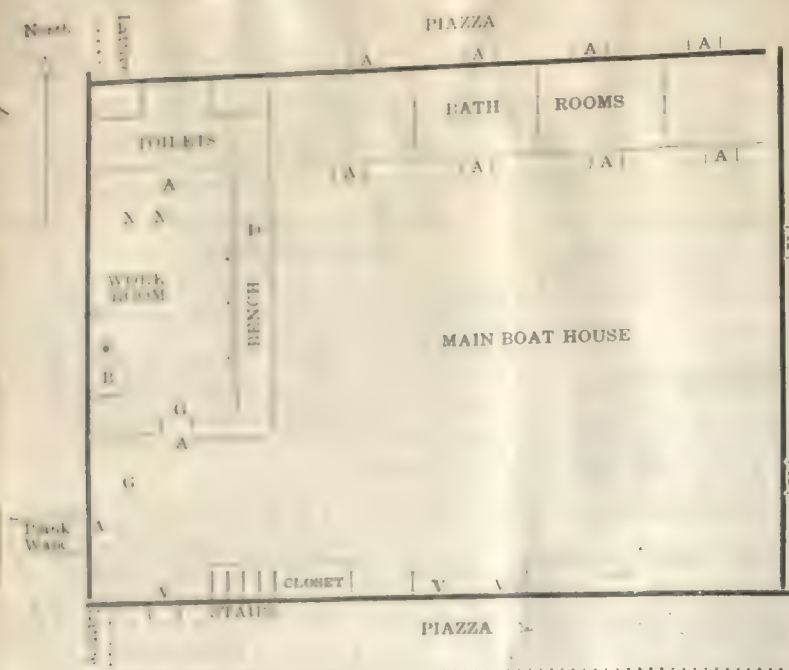
Mr. and Mrs. DeHaven came to Nantucket with their family for the first time on the very day of the tragedy. They had rented the cottage of James H. Wood, opposite the Sea Cliff hotel, for the season, and it was shortly after luncheon that Miss Mildred accepted the invitation of Miss Wilson to accompany the sailing party that afternoon, the young girls leaving the hotel with bright, merry faces, anticipating a pleasant outing, but from which neither of them returned.

Ulysse Pahud, the Barnes family butler, who gave up his life in the effort to save the two girls, was for a number of years a faithful and trusted employee, and was well known in Nantucket, where he made many friends. He was 40 years old, a native of Switzerland and had no relatives

living in this country. His remains have been interred in the Barnes family lot in Albany.

Thomas Kerr, the fourth victim of the fire horror, belonged to the well-known Kerr family of New York city. He and his brother Fred have been coming to Nantucket several seasons, and both were very popular among the younger element of the summer colony. Upon his return to New York in the autumn it was his intention of enter-

Diagram of the Lower Floor of the Barnes Boat-House.



- A—Doors.
B—Refrigerator, upon which Miss Judkins was sitting.
C—Where Miss Wilson and Miss DeHaven were standing.
D—Phonograph.
E—Mops.
F—Pail of turpentine.
G—Where bodies were found.
V—Small door through which escape was made.
V—Large double door, through which Barnes, Warren and Rae escaped.

FLOAT

ing a large brokerage house, he having recently come into possession of considerable property. At his bedside when death came were his brother and two uncles, who were summoned from New York when it was definitely known that Kerr could not live.

Rupert Warren's Story.

Rupert Warren, of Nantucket, the Barnes family coachman, who was assisting in the work on the boat-house floor when the fire occurred, gives the following clear story of his experience:

"The butler, Manuel and myself were cleaning the floor of the large room with turpentine, and when young Mr. Barnes came in from the sailing trip with his friends we moved the phonograph into the work-room for him, as it was impossible for him to entertain them in the room in which we were working. The work-room was about nine by fifteen feet, and contained an assortment of articles used in taking care of the boat-house. It had but one entrance, opening off of the hall in front of the west door of the building, which swung in and fastened with a spring lock.

After the young people went into the work-room, we three fellows kept on with our work. We could hear the talking-machine and the frequent sound of laughter, as though the party was having a pleasant time together. The first I knew of the fire was when young Mr. Barnes dashed by me with his clothing aflame. He was greatly excited and called out: "For God's sake, Ulysses, save those girls. They are burning up." My first thought was to grab a rug and throw around Mr. Barnes, but there was none close

by, and as I looked up again it seemed as though the whole interior of the building was on fire.

I saw Ulysses dash through the door into the work-room, just as I fled from the building for my life. When I got out onto the float, a young girl, who I



THE LATE ULYSSE PAHUD—A HERO.

"I tried my best to save the ladies; I'm sorry I did not succeed," were the dying words of the valet, Pahud, whose magnificent bravery at the terrible disaster in the Barnes boathouse at Nantucket should live long in the annals of the island. His "best" was his life; more no man can give. This was not the service of a paid personal attendant, but gallantry in the face of death, on the part of a gentleman and a hero. In the record of the Book of Gold there is no distinction of master and man.—Editorial in Boston Post.

think was Miss Ruth Wilson, was there ahead of me. I did not see any of the others, and do not know how they got out, but presume it was by running around on the piazza on the south, east and north sides. I tried to crawl along under the building, so as to get on the wharf and spread an alarm, but the heat and smoke were so terrific that I was forced back, and a moment later Mr. Barnes, Manuel and myself made our way along the rocks. As we did so I saw poor Ulysses rush out of the building a mass of flame and jump into the water. He crawled along beside us, and with some assistance kept his place on the rocks until we were taken off by the boat from the dredger and carried over to the steamboat wharf.

I do not recall seeing either of the other members of the party when they left the building. It all happened so quickly that we had no time to think. I recall the exact spot where the pail of turpentine stood. We had rung our mops out in it, while at work on the floor, and it probably had the appearance of dirty water. There were three mops leaning against the bench at the time, and they were all more or less saturated with turpentine. Young Mr. Kerr I did not see at all and I have

no idea how he got out of the building, but think it must have been either through the window over the refrigerator or out of the small doorway on the south, which were the nearest means of escape for him, when he found it impossible to save the girls. Brave Ulysses was an awful looking object when he gave up his fight with the flames and plunged into the water, yet he was able to get



THE LATE THOMAS B. KERR.

upon the rocks with a little assistance, and kept moaning over the fact that he had not accomplished his purpose. When we four were driven up to the doctor's, Kerr was sitting in the office. He must have escaped from the building while we were on the rocks."

Miss Platt an Eye-Witness.

Miss Marie Platt, who was seated on the south side of Commercial wharf, near steamer Petrel's landing, was doubtless the only person in that vicinity at the time the fire broke out. She was at work with her sketch-book, when she heard a strange noise, which she at first thought was some kind of fire-works or other explosive being set off from the float. The noise was followed by several piercing screams and Miss Platt glanced up just in time to see two girls dash out of the boat-house onto the piazza.

A column of dense black smoke then burst from the floor on the west side of the building and an instant after the flames mounted to the roof and the whole building seemed to be a raging furnace. Almost at the same time, she saw a man rush out of the boat-house onto the float, with his clothing on fire, and jump into the water, followed a second or two later by another man. These two men which Miss Platt saw were doubtless Barnes and Kerr, and she says



The ruins after the fire, looking northeast. Cross marks the place where the bodies were found. Photo by Boyer.

they resembled living balls of fire. A few minutes later, after she had summoned several men to the wharf, she saw Kerr seated on a log near one of the shanties.

She also saw the two girls—Miss Judkins and Miss Tanner—when they clambered around the lattice, and recalls seeing the other young lady in a boat. The sight of the burning building, with the knowledge that two young women were within, was one which can never be effaced from her memory.

Was Also Burned.

One person other than those who were in the building, was injured at the fire last Saturday. Andrew T. Backus, Edward C. Barrett and Clinton Orpin were the first persons on the scene after the blaze was discovered, having rushed around from Swain's wharf. The building was already a roaring furnace, but on learning from those who escaped that two girls were confined in the burning building, they rushed down to the boat-house. The intense heat drove them back, however, but in passing by the southwest corner of the building, Mr. Backus was severely burned about the face and hands and was obliged to jump overboard in order to save himself from further injuries. While not dangerous, his burns were so serious as to require medical attention for several days after the disaster. One or two other persons who ventured near the burning building had their clothing scorched, but Mr. Backus was the only one who suffered injury.

Alfalfa on Nantucket.

We are pleased to learn that John H. Bartlett, one of Nantucket's most enterprising farmers, has this year grown an experimental crop of alfalfa on his farm near Hummock pond, thereby demonstrating that the island soil is well adapted to its growth. The crop is at present in fine condition, notwithstanding the long drought, and Mr. Bartlett ought to feel pleased with the results he has attained. On Wednesday Professor Brooks, of the agricultural college at Amherst, came to the island to inspect the alfalfa, and highly complimented Mr. Bartlett on its condition, urging him to continue the work on a much larger scale next year. This may mean that before many years pass much of the idle land on Nantucket will be devoted to the raising of alfalfa, which industry is said to be worked with profit wherever the seed will grow to advantage.

Reminiscences

FIFTY YEARS AGO.

A brilliant comet was seen in the heavens, Friday evening.

Married, in Providence, 19th ult., William P. Allen and Miss Mary E. Francis, of Nantucket.

Capt. William H. Swain, of this town, has been appointed Acting Master in the U. S. Navy, and is now on duty.

Capt. Thomas M. Gardner, of this town, has been promoted to the position of second lieutenant in the U. S. Navy.

FORTY-FIVE YEARS AGO.

The July term of the Superior Court commenced its session on Tuesday.

On Sunday afternoon, the ceremony of baptism was performed by the Rev. Mr. Ripley, of the Summer street Baptist church, at the South Beach.

FORTY YEARS AGO.

A. M. Myrick sold some valuable tracts of land at auction on Monday.

Married, in this town, June 22, by the Rev. Mr. Morse, Eugene W. Clisby and Miss Lizzie S. Taber, both of Nantucket.

At the recent Commencement exercises at Harvard, the degree of Bachelor of Arts was conferred upon Henry P. Starbuck, of this town.

The one hundredth anniversary of Union Lodge F. & A. M., of Nantucket, was celebrated in a fitting manner this last week by the local members and visitors from the mainland.

THIRTY-FIVE YEARS AGO.

Swordfish have been in the market the last week.

Yacht Alice, of Providence, came into port, Tuesday.

Schooner W. O. Nettleton brought in, Sunday, the boiler for the new steamer.

Married, in Worcester, June 22, Richard Mitchell, Jr., U. S. N., and Miss Mary S. Lee.

Capt. A. B. Dunham fired a couple of guns on Monday, to celebrate the opening of the season of "two boats a day."

A large amount of cod liver oil was made here during the spring fishing season. The first shipment brought \$704.70.

THIRTY YEARS AGO.

A dividend of two per cent. has been declared by the Nantucket Institution for Savings.

Married, in Springfield, June 22, Edgar S. Buffum, of Great Falls, N. H., and Sarah Elizabeth Tannatt, of Springfield.

Capt. James F. Chase, Jr., has resigned his position as master of the Cross Rip lightship, and Luther Eldredge has been appointed to the vacancy.

At the graduation of the State Normal in Worcester, last week, Miss Catherine T. Nevins, of this town, read a composition on "Sympathy with Children."

TWENTY-FIVE YEARS AGO.

Liberty street is undergoing needed repairs.

John Harps & Co. have a new order wagon, a handsome vehicle.

Married, in Danbury, Conn., June 30, Mrs. Laura Nichols and Sidney Starbuck.

The graduating class of the Quincy school, Boston, after their exhibiton last week, presented the master, Alfred Bunker, formerly of this town, with a beautiful gold watch chain with locket charm attached, as a token of their esteem.

TWENTY YEARS AGO.

Mrs. Platt assumed the position of postmistress at Siasconset last week.

A highly successful trial trip has been made with the new lighthouse tender Azalea.

J. Butler Folger has opened a lunch room and bakery in the restaurant building, Sconset.

Steamer General Warren, of the U. S. Engineer Department, came into port, Monday, from Hyannis.

A barkentine was swept on Bass rip by the tide, Friday, but floated later in the day and kept on her course to the south.

FIFTEEN YEARS AGO.

The hay crop is reported as decidedly small.

Monday was the anniversary of Nantucket's big fire.

Mr. and Mrs. Josiah L. Webater observed their golden wedding, June 3, at Providence, R. I.

The estate of Robert McCleave sold to James B. Coffin the land and house near the monument, Milk street, on private terms.

TEN YEARS AGO.

St. Paul's church edifice has been razed and is fast disappearing from its site.

Fishing steamer Waquoit is sword-fishing in the vicinity of Block Island.

Schooner A. J. Miller arrived in the harbor, Saturday, with the new locomotive for the Nantucket Central Railroad on board.

Miss Grace B. Gardner, of this town, who graduated last week from a three years' course at the Bridgewater Normal School, has received an appointment as a teacher in the primary grade at New Bedford.

FIVE YEARS AGO.

The influx of summer visitors has been unusually heavy this week.

The tussock moth caterpillars are making their appearance all over town.

Married, in Polpis, June 30, Zenas C. Folger and Miss Louise Lillian Coffin.

Married, in Rock, Kansas, June 30, Mabel Clare Swain and Arthur L. Groom.

Andrew M. Myrick, Nantucket's veteran auctioneer, attained his eighty-third birthday anniversary on Tuesday, July 3.

July 8, 1911.

Reminiscences

FIFTY YEARS AGO.

George F. Coggeshall has been appointed keeper of Great point light in place of Obed Bunker, removed.

Thomas A. Folger has been appointed keeper of Brant point light, in place of James F. Chase, removed.

William Foster Mitchell, of this town, will shortly enter upon the duties of Superintendent of Haverford Friends' College.

Capt. William R. Hathaway, of this town, has received an appointment as Sailing Master and Acting Lieutenant in the U. S. Navy.

FORTY-FIVE YEARS AGO.

Married, in Philadelphia, 11th inst., Benjamin Albertson and Mary Ann Mitchell of Nantucket.

Married, in this town, 15th inst., by the Rev. S. D. Hosmer, James W. Dunham and Miss Lydia C. Cathcart.

FORTY YEARS AGO.

Married, in Fall River, June 29, Harvey Hughes and Miss Eunice P. Hussey, formerly of Nantucket.

A severe thunder storm passed over the island, Tuesday night, striking the house of Josiah Gardner, North Shore, doing considerable damage.

Clifford Mitchell, son of Francis M. Mitchell, formerly of Nantucket, passed a successful examination for entering Harvard University, last week.

Married, in this town, July 11, by the Rev. S. D. Hosmer, assisted by the Rev. A. Emerson, Capt. Charles H. Rule and Miss Anna F. Cobb, both of Nantucket.

THIRTY-FIVE YEARS AGO.

Large fares of perch are being taken daily.

Straight wharf has received extensive repairs this last week.

Married, in Oakland, Cal., July 1, Joseph E. Cook and Miss Eva Mitchell.

A new and substantial fence has been erected along the south side of the Prospect Hill cemetery.

Two gentlemen, in catboat Rena, took fifty-six bluefish last Tuesday, which weighed three hundred and twenty-five pounds.

THIRTY YEARS AGO.

Watermelons are in the market.

John P. Taber captured a bluefish, a few days since, that measured two feet nine inches in length.

Married, in San Francisco, May 28, Charles I. Ellis and Miss Minnie Bradford, formerly of Nantucket.

Married, in East Boston, July 6, by the Rev. John H. Barrows, George I. Colesworthy and Miss Sarah F. Lothrop.

Married, in Marin county, Cal., June 30, Walter R. Hussey and Miss Mary Eliza McCleave, both formerly of Nantucket.

Surveyor Mitchell has been laying concrete walks on North Water and Ash streets, about the premises of Thomas S. Mitchell.

TWENTY-FIVE YEARS AGO.

The Polpis road extension to Seonset is now open to public travel.

Lightning cut off telegraphic communication with Boston on Thursday.

Schooner Island City is to be sold. The W. O. Nettleton will again go into commission as the Boston packet.

The drum corps made an early morning parade, Monday, disturbing the slumbers of the populace with their rolls and taps.

TWENTY YEARS AGO.

Houghton Gibbs has been appointed day police.

Married, in Milford, 24th ult., Robert C. Hussey and Miss Laura B. Mader.

The North church people are contemplating putting new stairways into the old vestry.

S. B. Yerxa, of East Boston, has purchased a lot at Dionis and will have a cottage erected next spring.

On the afternoon of the Fourth, the train for Siasconset ran off the track near Maddequecham, and Wednesday the steamboat train for Nantucket was derailed at Low Beach.

FIFTEEN YEARS AGO.

Rod and line fishing continues good at Seachacha pond.

Miss Alice Beebe was among the recent graduates of Wellesley College, receiving the degree of A. B.

Hennessey's Minstrels were here Wednesday and Thursday evenings and played to good-sized audiences.

Miss Mabel Jones and Miss Lillian Snow were graduated from the Bridgewater Normal School, last month.

W. H. Brayton, of this town, for some years employed as agent for the Plainville Manufacturing Co., of Plainville, Conn., has been promoted to the position of general superintendent of its mills.

TEN YEARS AGO.

United States steamboat inspectors were in town Tuesday.

Schooner Jerusha Baker ran aground at the entrance to her dock, Saturday.

Upwards of 500 visitors inspected the battleships and shore camp of Admiral Higginson's squadron on Sunday.

Owing to the breaking of the forward hawser, steamer Nantucket was delayed half an hour in making her berth, Monday noon.

Steamer Marthas Vineyard brought a small party of excursionists from Woods Hole, Falmouth Heights and Cottage City, Saturday.

FIVE YEARS AGO.

Born, on Monday, July 16, in Chevy Chase, Md., a daughter to Mr. and Mrs. Henry K. Willard.

The Rev. A. B. Whipple, formerly of Nantucket, now of Pittsfield, preached in the First Congregational church, Sunday morning.

Andrew T. Backus took an involuntary dip in the ocean, Tuesday, from auxiliary catboat Lizzie Gilmon, while at work at his pound in the bay.

Young friends of Miss Florence Sherman met at her home on Prospect street last Saturday evening, to celebrate her eighth birthday anniversary.

Water Front

Steamer Waquoit has been setting her lobster pots this week.

Schooner L. L. Hamline has discharged coal at Straight wharf for J. Killen & Son.

Schooner William P. Boggs made another trip this week with grain for W. T. Swain & Co.

Schooner Luella Nickerson has discharged wood at Cross wharf this week for J. Killen & Son.

Schooner Julia A. Berkele has discharged a cargo of coal at the Straight wharf this week for the Gas & Electric Company.

Schooner Sarah A. Reed came into port Saturday afternoon with lumber for J. Killen & Co., discharging at the Crosby wharf.

Last Saturday all records for arrivals at Nantucket were broken. The noon boat landed 221 passengers and the night boat 270, making a total of 491 for the day. Every boat since then has brought almost as many persons and the hotels and boarding houses are consequently filling up rapidly. It surely is going to be a banner season for Nantucket.

July 22, 1911

"The Oldest House" in Nantucket. 1686-1910.

(R. A. Douglas-Lithgow, M.D., LL. D., in
The Massachusetts Magazine.)

On the quaintly-delightful island of Nantucket—so full of natural charms, so brimful with historical associations—there are few objects of keener interest than the ancient house, built in 1686, as a wedding gift to a young pair, the bridegroom the grandson of one of the earliest white settlers, and the bride—"sweet sixteen"—a daughter of Captain John Gardner, also an early settler, and up to the time of his death, in 1706, Chief Justice of the island.

What changes have taken place since, like a lonely sentinel, this primitive dwelling first raised its front on the North Shore, at the top of Sunset Hill! Two hundred and twenty-four years! Only 194 years after the discovery of the New World, only 84 years after the discovery of the island by Bartholomew Gosnold, only 86 years after the landing of the Pilgrims! And there it has stood during the decay of empires, the thwarted ambitions of kings and emperors, and for nearly a century before the American Revolution had consecrated the United States "as the home of the brave and the land of the free;" and it still stands, as proudly as ever, where it has marked the rise, the fall and the re-ascension of "the little purple island," smiling amid its venerable associations, and the pride of all Nantucketers.

We claim no stately architectural beauties for this antiquated dwelling house, for it was erected long before Colonial architecture had ever reached the "old country" from which it was subsequently imported; it was, indeed, a mere cottage, as it stands today after 224 years, but the happy home of one of the pioneers of civilization on this vast continent.

When the marriage was determined it was arranged that Captain John Gardner should supply the land for the building, and inasmuch as the prospective bridegroom's father "owned large acreage of forest at Exeter, N. H.," it was decided that he should supply the necessary lumber, and it was thus that, in one of his own vessels, it was conveyed for the framework of the house.

It has been stated that when the house was built there were not more than thirty houses on the island. When all was prepared, Jethro Coffin and Mary Gardner were duly married in their own house.

"The site selected was about 150 feet from the brow of the hill, as it stands at the present day. * * * The main building occupying a space of about eighteen feet by thirty-five."—*Tristram and His Grandchildren*, Mrs. Worron, 1881.

The house consists of two stories and an attic and the southern aspect of the sloping roof was much shorter than that in the rear. When the house was built, the northern roof came down to within a few feet of the ground, and it ran over a lean-to, which extended along the rear of the house, from one end to the other. It is not generally known, however, that

at one time the northeast corner of the roof was destroyed by fire and when the damage was repaired, the angle was not restored, so that pictures of the house only represent the downward extension of the northern roof on the northwest end. The reason assigned for the greater extent of the northern roof is that, in most old Nantucket houses the short roof is on the southern exposure, and the long roof on that of the north, because the prevailing winds are from the southwest, and in running up the south roof and running down the longer northern roof, the wind would not tend so much to tear off the shingles. Under the shingles the roof itself was originally covered with boards about eighteen inches broad, running lengthwise up and down.

Midway on the roof bridge is one large brick chimney-stack through which all the flues in the house are connected. Of this chimney more anon.

On the front, or southern, aspect of the house are the front door and two windows. When the house was built there was an extensive wooden porch erected in front of this door, and into this porch entered, on its eastern side, a massive door of oak which constituted the real hall door of the house. The outer door was opened by passing a finger through a small hole in the door itself and lifting a solid bar of oak, which effectually secured the door when it was shut. This useful, as well as ornamental appendage, is no longer remembered having disappeared in the flux of time. It is stated by Mrs. Worron, who resided in the house at an early period, that the space disclosed when this outer door was opened, "was large enough to admit a yoke of oxen."

On the east end of the house are three windows, one for each story, and on the west end are four, one to light the living-room on the ground floor, a small narrow one lighting the little bedroom north of the living-room, one for the second story and one for the attic. The window supplying the living-room is somewhat remarkable, inasmuch as the upper sash has two rows with five panes in each, and the lower sash has three rows with five panes in each. So far as is known, there is no similar window on the island, and being in several ways more elaborate than any of the other windows, it may be assumed that it was of later origin than the house itself.

The house is very substantially built, of large oak beams averaging from 12 to 14 inches in diameter, about a foot square; but none of these, even now, show symptoms of decay. The main beams are strengthened on the second floor by means of "ship's knees" of oak, bolted to the floor beams and uprights. Cedar laths have been nailed to the flooring above, by hand-made nails, and the plaster, freely used in covering them, was mainly composed of ground shells, and there are evidences of more modern lathing and plastering having been superimposed at a subsequent date.

Entering the front door we find ourselves in a small vestibule, out of which are two large rooms, occupying the whole of the ground floor, that on the east being known as the "keeping-room," and that on the west the

living-room, and between, in front of the large chimney, is a winding stairway leading to the second story.

The keeping-room is a large room, but the ceiling is low, not more than 6½ feet high. The superior workmanship of the house is apparent the moment one enters, in the heavy oak beams edging the ceiling, while one

immense beam crosses the middle of the ceiling itself, and is flanked on either side by six or eight supports of sturdy oak planking.

In this room, as well as in the western or living-room, is a huge fireplace, which, in its original condition, monopolized more than half the length of the room, and its depth could easily accommodate a whole family. The fireplace in this room has, however, been more recently contracted, part of it having been converted into a good-sized closet, and a smaller fire-grate installed.

Here, also, on the spacious mantelpiece, is a specimen of Colonial carving which is as dainty and elegant as is imaginable, and its delicacy and flawlessness, after all the years that have flown since its construction, are really most remarkable. This mantle was placed in the living-room at the time of the contraction of the fireplace.

At the north end of the room is a small, narrow "back-entry" or closet, with a narrow back door, leading into the back yard, and at the sill of the door there is a large, flat door-step of stone, well worn with time.

The walls of the keeping-room are covered with the stern boards of ships (bearing their respective names), which have been wrecked in the neighborhood during the prosperous whaling industry, and are fraught with sad memories of other days. An imitation carpet, painted on the floor of this room, can even yet be discerned.

As we cross the small vestibule between the two front rooms, one notices a small window about 12 or 14 inches long and 4 inches high, at the east side of the front door. This is known as the "Indian Peep-hole." It has not yet been fully determined why it was so placed, although from its situation it would have admirably served the purpose mentioned, for, as has been stated, "It is so high that while persons outside could not see in, those inside could see out."

In the living-room on the west side of the house is, also, a magnificent fireplace in all its original amplitude, measuring 7 feet 4 inches in length and about 5 feet in depth. The back of the cavity is semi-circular instead of square, as is usual, and it is perhaps as perfect a specimen of late 17th century work as can be seen.

These two lower rooms contain numerous relics—furniture, china, bric-a-brac and other objects of interest, which space, unfortunately, will not permit me to particularize. At the back of this room are some domestic offices and a small bedroom.

Up the gradually narrowing staircase we ascend to the second story, where there are three rooms; but the western or "Bridal Chamber," is the only one that claims our interest. It is a large room, nearly square, with one western window, and an admirable open fire-place remaining exactly as it was originally constructed. This room

contains the only original mantle in the house, and its peculiar design is suggestive of the keel of a ship. The room measures 18 feet long, the floor being covered with eleven boards, some 19 or 20 inches broad.

In this room is a closet concerning which a very interesting story is told, but space forbids its introduction here. The closet in question is still known as "The Indian Closet." This room also contains all that remains of the headstone erected over the grave of Capt. John Gardner, 175 years ago. It was the only one discernible in the old burying ground, near Maxcy's pond, where it reposed from 1706 to 1881, and in order to save it from the ravages of relic hunters, it was removed to "The Oldest House," for preservation, in 1883. The inscription is still decipherable.

Another flight of stairs leads to the attic, which has never been finished, and is almost made into two rooms by the stairway and the chimney. From the scuttle in the roof, which is reached by a few rough steps, a splendid view is afforded of the island, including its beautiful moorlands, its fine harbor and its interesting buildings.

A few words must here be devoted to the large chimney-stack projecting from the roof, which is remarkable not only for its size, but for its uniqueness, and there has been much difference of opinion as to the significance of its ornamentation. The chimney is built of bricks said to have been brought from England in Nantucket vessels as ballast, and it has an ornamental cornice of several rows of bricks around the top. On its south aspect is a figure, wrought in brick work, resembling an inverted U, which measures $2 \times 3\frac{1}{2}$ feet, within the bend of which is the monogram J. C., representing Jethro Coffin. So strongly has the idea dominated the minds of the people generally that this U-shaped figure was designated a horse-shoe to propitiate good luck and to exorcise demons, that the house itself is better known by the title of "The Horse Shoe House" than by any other, and especially so because, at the time the house was built, and for years previously, "the dark shadow of witchcraft hung like a pall over the primitive homes and hamlets of New England," although the terrible Salem witchcraft trials did not take place until some six years later. It is possible, however, that the figure was only intended as an ornament; but who can settle the question?

Such in outline is the house erected 224 years ago as a wedding gift to Jethro and Mary Coffin, where "Little Peter," their child, (named after his grandfather,) was born, and where the "Bridal Chamber" remains almost exactly as they left it during the dawn of civilization on the island. When it was built, (and it has been stated that Jethro himself was the principal artificer in its erection), it was considered one of the best houses in the neighborhood; and that its foundations were "well and truly laid" is proved by its having withstood the ravages of Time during more than two centuries, and in its still surviving, almost as hale as ever, amid the vicissitudes of its venerable antiquity.

The house was sold by the Coffin family to Nathaniel Paddock in 1707, the year after Captain John Gardner's death. For many years afterwards it was abandoned as a dwelling house and had been utilized for the storage of hay.

In 1881, at the time of a reunion of the Coffin family, commemorating the 200th anniversary of the original Tristram Coffin's death, when the house was becoming dilapidated, it was rebought for preservation by Tristram Coffin, of Poughkeepsie, N. Y., and his brother, who put on a new roof, repaired the top of the chimney, strengthened some of the supports and partially reshingled the exterior. Thus it remained until 1886, the anniversary of its building, when it was resolved to carefully and judiciously restore "The Oldest House," and this was thoroughly done, while preserving the original conditions with as little

change as possible, and without destroying any of its ancient characteristics.

It was during these repairs that the date of the erection of the house was discovered in the attic, "1686," in figures 8 inches long, being painted on the side of the chimney. These were, unfortunately, destroyed in putting in an iron support to strengthen the chimney.

After the house had been put into such repairs as enabled the workman to say "it was good for at least another hundred years," it was kept securely closed for eleven years, until, in 1897, the summer visitors to the island clamored so vigorously for its being opened to the public that, in June, 1897, a curator was appointed, and it has remained open for inspection ever since, much to the gratification of the general public.

An original portrait of Mary Coffin, in oil, for which she is said to have sat three times in Boston, is still in the possession of Mrs. Eunice Coffin Gardner Brooks, of Nantucket—a lineal descendant of Mary Coffin—but though the portrait has been attributed erroneously to Copley, the artist remains unknown; the picture contains some of Copley's characteristics, which would suggest the probability of its having been painted by some one of the great artist's teachers.

At the east end of the house was the well which supplied it with water. The old-fashioned "sweep" is still in its position, and the curbing having been restored and the mason work put in sanitary repair, the water can be drawn today as pure and sparkling as when the sweet young face of the bride of sixteen was reflected from its depths in 1686.

It only remains to be said that the affable and courteous lady custodian, Mrs. Anna Starbuck Jenks—a lineal descendant of one of the original Nantucket families and a poetess of more than local reputation—has genially fulfilled the duties of her office for twelve successive summers, with increasing enthusiasm and interest.

Never Done.

One of the Nantucket stories is about Maria Mitchell, a native who became a great astronomer. This famous woman was once told by a man that he did not think a woman was fitted for the irregular hours which the night work in astronomy necessitated.

"Sir," Miss Mitchell replied, "my mother had more night work than astronomy will ever demand of any woman; she brought up eight children."—*Christian Register*.

Reminiscences

FIFTY YEARS AGO.

Steamer *Eagles Wing*, Capt. Cromwell, came into port Tuesday with about two hundred excursionists.

Married, in this town, July 21, by George Cobb, Esq., Henry Paddock and Miss Sarah J. Whippley, both of Nantucket.

Joseph, son of Samuel L. Manter, was drowned in the harbor on Saturday last, by falling out of his boat while bluefishing.

FORTY-FIVE YEARS AGO.

Mrs. George C. Ray has opened an ice cream saloon on the corner of Centre and Pearl streets.

Married, in South Boston, July 23, Richard H. Cook, formerly of Nantucket, and Miss S. Burnie Anthony.

FORTY YEARS AGO.

The new steamer *Marthas Vineyard* arrived at New Bedford, Thursday afternoon.

The Rev F. C. Ewer sailed for Europe last week with his family, to reside two years in Germany.

THIRTY-FIVE YEARS AGO.

Large fairs of perch are being taken daily.

Yachts *Madcap*, *Waterfall*, *Curlew*, *Effie* and *Clochette* were in the harbor his week.

Clark reported seeing the *South Shoal* lightship, Sunday and Monday. On Monday, the air was so clear that he could see plainly the whole of the vessel's hull.

The mast of yacht *Dawning Light* was sprung, Tuesday, near the bar. The boat was brought in safely under reduced canvas and has been fitted since with a new spar.

THIRTY YEARS AGO.

Plank walks will soon be laid at Surfside.

The work of gilding the tower dome has been commenced.

The boatmen report an unusually dull season, thus far.

One boat brought in one hundred and five acup, Tuesday, caught off Long Hill.

Steamer *Monohansett* brought an excursion party from Hyannis, Wednesday, numbering over 300 persons.

Married, in Dorchester, 14th inst., by the Rev. Edward Everett Hale, D. D., Eda May Austin and Thurlow Weed Barnes, of Albany, N. Y.

TWENTY-FIVE YEARS AGO.

A family of gypsies were encamped on New lane, this week.

Sconset is said to be entertaining more people at the present time than ever before in its history.

Andrew J. Swain has purchased the John A. Hussey property, corner of Water street and North wharf.

Pupils and teachers of the North Congregational Sunday School held a picnic last Wednesday at Hooper's station.

Joseph P. Gardner had his arm severely lacerated and bruised last week by being thrown from his wagon, the wheels of which passed over his arm.

TWENTY YEARS AGO.

Heavy showers and a thunder storm, Wednesday night.

The street railway company is extending its track to Hotel Nantucket.

Charles H. Robinson has commenced the erection of a large bowling alley at Surfside.

Miss Marianna Hussey was in attendance at the meeting of the American Institute of Instruction, at Bethlehem, N. H., last week.

FIFTEEN YEARS AGO.

Rod and line fishing continues good at Sesachacha pond.

A life preserver bearing the name "Culdoon" was recently picked up at South Shore.

The property on West Centre street known as the Joseph C. Chase estate, was sold at auction, Monday, by A. M. Myrick, for \$950, Clinton S. Folger being the purchaser.

The cargo of schooner Ellen Perkins, recently stranded on Great Point, has been discharged. Steamer Petrel secured 40,000 feet of the lumber; William R. Morris 60,000 feet; Boston Towboat Co. 60,000 feet; other parties 5,000 feet.

TEN YEARS AGO.

Lobsters are becoming very scarce.

Hiram W. Reed has been granted an original pension of six dollars a month.

The new station of the Consolidated Railroad at Woods Hole was opened to the public on Monday.

The sum of \$115,000 has been recommended by the U. S. Engineer corps, for Nantucket, as a harbor of refuge.

An alarm of fire was sounded at 1.40, Wednesday morning, for a fire in the rear of the store of J. Karpas, dry goods and clothing, corner Main and Orange streets. The building was damaged to the extent of \$300.

FIVE YEARS AGO.

Nantucket's state highway tax for this year amounts to \$620.31.

Mr. and Mrs. Whittemore Gardner are receiving congratulations on the birth of a 9-pound daughter, Dorothy, on Thursday morning, the 19th.

Steamer Marthas Vineyard brought a large party of excursionists from Cottage City and Edgartown, Thursday. On Friday she brought another crowd from Hyannis and the Cape.

Steamer Nantucket had difficulty in docking, Saturday afternoon, owing to a strong northeast wind, which caught the bow of the boat as she swung around the end of the wharf, carrying her out into the dock a hundred feet and parting two hawsers.

Nantucket Yacht Club.

The winners in the several classes in the race last Saturday over the new course were: Class X, Broncho; A, Faith; B, Lady Lucy; C, Hobo. The handicaps under the new percentage system worked out very well. The first and last boats in the X class were six minutes and thirty-eight seconds apart in corrected time at the finish. Ignoring one boat which did not do herself justice, the first and last boats in the A class, six in number, were about ten and a half minutes apart on

corrected time at the finish. In class B the first and last boats were about six and a half minutes apart.

In the first race the following points were scored for the Commodore's Cup: Lady Lucy, 180; Broncho, 170; Faith, 160; Hobo, 145; Louise, 145; Kayak, 130; Angora, 120; Playmate, 110; Julia, 100; Tern, 90; Greg, 80; Trojan, 70; Vim, 60; Onkahye, 50; Lucile, 40; Tinker, 30.

After the second race, which will be sailed today (Saturday), tea will be at Mrs. Babcock's. All members of the club are invited.

Aug. 26. 1911

Derelict Towed Into Nantucket.

Last Saturday morning the crew of Coskata life-saving station saw a two-masted schooner several miles off Great point, acting rather suspiciously, and after watching her for an hour or two, Keeper Norcross was firmly convinced that she was abandoned. Launching the surf-boat, the crew soon reached the vessel and found her to be the Minnie of Halifax, N. S., with no signs of life on board, and with every indication that the crew had left her in a hurry, for many of the personal belongings of the men were on board, including the captain's watch, and also the ship's papers. The latter showed her to be laden with 206 tons of hard coal, bound from New York for Canso, N. S., with her cargo consigned to A. M. Whitman & Son.

When the life-savers boarded the vessel, they found her sails adrift, but both anchors missing, indicating that she had parted her chains, probably striking on some shoal, when the crew took fright and left her without delay. The life-savers found a fire still burning in the stove, and other signs that she had not been abandoned many hours.

There was about three feet of water in her hold, and Captain Norcross and his men at once made efforts to work her up to the westward and get her around Great Point. Head tide and wind were against them, however, so they set signals for assistance, revenue cutter Acushnet being notified and reaching the scene in the early evening. The vessel's pumps were not serviceable, and as soon as the cutter had the schooner in tow it was thought best to haul her around the point and beach her in the bay, to prevent her sinking, which was done, the Acushnet returning to Woods Hole and the life-savers to duty on the station at Coskata.

Early Sunday morning steamer Petrel left Nantucket with a wrecking crew and a powerful steam pump, and took possession of the vessel, pumping the water out of her, and early Monday morning towing her into the harbor with her cargo of coal intact.

A perusal of the ship's papers, which have been placed in the possession of Collector of Customs Smith, gives the following as the crew list when the Minnie sailed from Halifax, N. S., on the 28th of June:

D. Langill, captain; Seth Hartland, aged 23, George Pye, aged 23, Arthur Pye, aged 17, John Mosher, aged 23. The first four hailed from Liscomb, N. S., and the latter from Lunenburg.

The papers show that the Minnie finished loading at Elizabethport, N. J., on August 16th, with 137 tons of stove coal and 69 tons of chestnut coal consigned to A. N. Whitman & Son, Canso, N. S. Her clearance papers are from the Newark custom-house.

The Minnie was built in Nova Scotia in 1892, is 85 feet long, 24 feet beam, with 10 feet depth of hold. As she lies at anchor in Nantucket harbor she is making water but slightly, and other than the loss of her anchors and the slight leak, is in a seaworthy condition. Both the vessel and her cargo are uninsured.

Nothing was heard regarding the missing crew of the Minnie for several days, and hope of their safety was about abandoned, when word came from Portsmouth, N. H., Tuesday afternoon, that the five-master Dorothy Palmer had reached there that day with the crew of the Minnie on board, they having gone aboard the Palmer when their own little schooner was abandoned. Although the captain states in his story of the disaster that there was five feet of water in the schooner when he left her, the Coskata crew are positive that there was but three feet, and moreover, only one of the jibs was blown away, the foresail being in perfect condition. The captain's story is as follows:

"We left Elizabethport for Canso, N. S., with a cargo of 206 tons of coal, consigned to A. A. Whitman & Son. We reached Vineyard Haven early Friday evening, and as the weather was clear, kept on our way. About 8 we ran into a terrific squall, accompanied by thunder and lightning. Following the example of several other vessels in that vicinity, we dropped our anchor, and as we began to drag shortly afterward, we let both chains go. After a very short time both chains parted and we tried to head the schooner toward shore, to beach her, but were unsuccessful. In our efforts to do this the jibs and foresail were blown to tatters and the schooner began to leak badly.

We signalled for help, but there was no response, and as we were being swept by the wind rapidly in the direction of Great Round shoals, I directed the mate to sound the pump and he found that there was between five and six feet of water in the hold. We then decided to try and reach the Palmer, which was about 100 yards away from our water-logged vessel.

We launched the boat and with two men rowing and two men bailing continuously with buckets, we succeeded in reaching the schooner and getting aboard about 3.30 Saturday morning.

While we were aboard the Palmer that morning we saw the life-saving crew come off to the Minnie, hoist the flag, union down, and later the revenue cutter came and towed the vessel to the shore."

The captain will come to Nantucket in the hope of recovering his vessel.

For Representative

Having represented the people of Nantucket in the legislature for two years, to the best of my ability, I again present myself as a candidate for the Republican nomination at the Primaries to be held September 26th, and for re-election at the Polls, November 7th. Hoping that my past record has been satisfactory to the majority of the voters, I stand always for the good and welfare of Nantucket.

BENJAMIN SHARP.

Sept. 21 1911

The Newbegins.

By R. A. Douglas-Lithgow, M. D., LL. D.

The town records of Nantucket contain a deed of land transferred from William and Abiel Clasby (his wife) to George Newbegin, dated June 19th, 1727. The tract was east of what is known as the "Thorn Lot" not far from the Elihu Coleman house, on the old Madaket road, and consisted of about forty rods. Here, during the same year, George Newbegin built, on a knoll, a two-story house, consisting of one room on the ground floor, a second room above, and a small attic. The house fronted the south, with the long sloping roof facing north. The front door was situated near the southeastern corner of the south front, which was pierced by a window midway between the door and the southwestern corner, by one on the second story above the front door, and by a narrow window above the lower story window. There were also two windows in the rear and two in the eastern end. In the rear of the building was an outhouse or shed, with pigeon holes in one of the gables. There were no windows in the west end, but it was pierced by a small door opening outwards, leading to an ash-closet, the ashes being kept for making soap.

At the base of the knoll were some rude steps leading up to the front door, and at the entrance was a large door-stone. There was also a rain-water barrel at the northwestern corner, and the chimney was on the western end of the roof. The front door led into a little passage, which opened into the first-floor room, and, at the west end, projecting well into the room, was a large, deep fire-place. In this room also was a closet, and the stairs, leading up to the upper room, led up indirectly from the front passage on the southeastern end.*

* Many octogenarians on the island are responsible for this description.

In this house James Newbegin was born on December 16th, 1727. Little, if anything, is recorded of either George Newbegin or his son James, while Mrs. Newbegin's name, so far as I know, is not even mentioned. It is traditional that the father came from Newport, R. I., and the family belonged to the Society of Friends.

James developed into a simple, feeble-minded individual who did odd jobs, and acted as a carrier—was somewhat eccentric, and characterized by never-failing good-nature.

There is traditional evidence that Daniel Nichols and his wife Eunice had been driven from the mainland by the persecutions which assailed the Quakers, and that they, like many others, sought refuge in the peaceful freedom of Nantucket. Where they resided on the island is now unknown, but it is obvious that it must have been in the neighborhood of Madaket or Wannacomet, as the sequel will show. They had only one child, Phebe, who was born on July 18th, 1731, and here she lived with her parents through childhood and early womanhood.

Naturally of a nervous temperament, she grew up amid the depressing religious influences of the sect to which she belonged, and in an isolated environment which tended to make her abnormally introspective and emotional. When, however, she was bereft of her parents and found herself absolutely alone on the desolate moors, one can easily imagine the inevitable effect upon such a highly-strung and imaginative personality. For years she dwelt by herself in almost utter loneliness, occasional visitors being few and far between. Her worldly possessions consisted mainly of a few odds and ends of furniture endeared to her as the handiwork of her beloved father—a few old pewter utensils, and, prized most highly, an old sheep-skin bound Bible which she studied with much devotion and bewilderment.

She was by no means idle, however, for she spent much of her time in weaving and sewing—in gathering herbs and berries when in season, and in the disposal of her eggs and chickens in the town market. Her religious fervour imbued her with the unwavering belief that the Holy Spirit actuated her in every thought and word and deed of her life, so that, as time went on, she became more and more afraid of transgressing the literal signification of the Holy Book, and thus repressed all her aspirations, and kept every throb of her heart—every prompting of her nature—every desire of her being, in rigid subjection as if intuitively.

Religious conviction, accentuated by personal experience, thus rendered her indifferent to any allurements which the outside world might offer. In her daily routine she found all the recreation she sought for, and her activities and aspirations were concentrated within the confines of her cottage home. Thus she grew up into a beautiful woman, willowy, graceful and attractive, but with a mind enfeebled from want of developmental nourishment and stunted in its potentialities. Timid, apprehensive, over-sensitive and self-concentrated, she found little congeniality in her necessary visits to the neighboring town, or even in her attendance at the Friends' meeting-house.

But she had had her admirers amongst many of the reputable young men on the island, although her religious prepossession restrained her from admitting few, if any, of them into her confidence, and made her fearful of rendering herself in any wise unworthy of God's mercy and blessing, which she sometimes thought she had forfeited by indulgence in sub-conscious emotional desires, and imaginary worldly pleasures which she deemed forbid-

den. She had thus refused all offers of marriage, especially since the first object of her affection had been lost at sea; yet when one of her rejected sweethearts subsequently became a near neighbor, and settled down with his wife and child, she registered a vow that she would marry the first man that proposed to her.

One evening, on returning home from the town, she was deeply impressed by a particularly lurid sunset and phenomenal atmospheric effect, which terrified her by the flame-like appearance of the sky, and she worked herself into an hysterical condition, believing that the end of the world was at hand. Bravely, for a time, she trudged on, but a heavy storm arose, which struck terror into her soul while it almost impeded her progress, and she realized, as she had

never done before, her utter isolation in life, while thinking that the Almighty was pouring out the vials of His wrath upon her. Several times she threw herself upon the earth in agony of mind, panting and in utter prostration.

By the time she had reached Maxcy's pond the storm had somewhat abated, but she was terrorized, and almost incapable of walking, when she heard the welcome and familiar voice of James Newbegin, the carrier, crying out to his horse "Git up, Tim'thy," and she knew he would help her home. For a short distance she retraced her steps and meeting his curious equipage, greeted him gladly. This proved to be an eventful ride, for, before the cart reached Phebe's door, James had asked her to marry him, and although she protested and remonstrated with him, she would give him no answer, and James, undismayed, said he would give her time to think it over.

Tradition has long asserted what fiction has reproduced,* and what the memories of the oldest inhabitants recall, from hearsay, that Phebe Nichols and James Newbegin were married in or about 1760, when Phebe was 29, and James 33 years of age. He proved to be a good husband—she a meek submissive wife, and so they lived together happily enough. Yet the union of such a couple—one simple-minded and intellectually deficient, while the other was morbidly emotional and her entire personality characterized by nervous instability—predicated a tendency to degeneration in their offspring in accordance with inexorable natural laws.

* Vidi: "An Island Plant," by Miss Catherine Lee, to which I am under many obligations.

Their first child, a boy named George, after his paternal grandfather, was born November 10, 1761; their second child, Phebe, was born June 3d, 1766; Mary, their second daughter, April 16th, 1770; and Anna, the youngest, February 26th, 1772. Of George, the son, nothing of interest is recorded. He died on July 9th, 1817, at the age of 56.

The three daughters were always more or less eccentric, and as time went on their peculiarities became more accentuated. They are said to have been good-looking and attractive girls during the earlier period of their lives, but their isolation and mode of

living rendered them timid and reticent. They had no social relationships beyond those involved in their regular attendance at the Friends' meeting-house, and the occasional visits of some of the Friends themselves, and their education had been very rudimentary, amounting to little but what they had acquired in their own home, so that they knew almost absolutely nothing of what was going on the world, or of what was passing around them. They assisted in the domestic duties of the house, gathered herbs and cranberries, sewed and wove some, while they looked after their hens; but they seldom stirred from home, and spent most of their time in gloomy meditation.

Their father, James, died on December 17th, 1807, at the age of eighty years; and their mother—the first Phebe—lingered on until 1826, when she also died—at the advanced age of 94 years. Bereft of all that made life bearable by the death of their parents, the three poor weird sisters managed to exist for many years, but surely no more pitiable sight was ever seen!

Of the three sisters, Anna, the youngest, was the most alert and active, and upon her devolved the sale of eggs and sundries, out of which they eked a precarious existence. The other two were more listless and melancholic, scarcely ever leaving the house or its immediate surroundings, and had not been known to visit the adjacent town for nearly 40 years.

Anna was the talker in the family, and when she could find nobody to talk with she expended her eloquence in addressing the hens which lived in the same room with the family, and concerning which many anecdotes have been told. Some of these hens were regarded by Anna as almost human in their intelligence, and she pampered and talked to them accordingly, while some of them were treated as pets, and became very tame, having access to any position which they seemed to prefer. Thus, while they usually roosted upstairs, they were as often seen nestling on one of the beds, on the mantel-piece, or perhaps oftenest, in Anna's arms. Some of the favorite hens were designated by special names—one being known as "Martha," one "Hannah" and one "Abigail." Hannah always gave notice of her intention to lay an egg by a "chuck-chuck" which, when Anna heard, she rushed to a bureau,* and opening one of the drawers, Hannah immediately flew into it, when it was kept almost closed until Hannah announced vehemently that she had accomplished the object of her incarceration by cachinnating "cut-cut-cut-a-cut," which was wildly reiterated by the other hens.

* This bureau is now in the possession of Mrs. Anna Starbuck Jenks, at "The Oldest House."

While the sisters were all characteristically quaint and eccentric in speech and manner, Anna did all the marketing, and, in her Quaker bonnet and humble garb, was often seen walking to or from the town with a deliberately unsteady zig-zag gait, and never passing a lamp post, or marking-post or the stump of a tree without circumnavigating round and round, three times in succession; nor would she ever step off a curb without immediately stepping back again and then proceeding on her way.

Phebe and Mary were, on the other hand, taciturn, apathetic and melancholy—sitting "silently at home, one staring out of a window that looks towards the town, and the other gazing into the fire, always with their backs towards each other," while Mary's long sitting by the fire was facetiously said to have toasted one side of her hard and brown!

They all seemed to be watching and waiting for someone or something independently of each other, but who or what has always remained a mystery, although many believe that a gallant sea-captain, whom they met at a sheep-shearing, and who is said to have declared his passion for the three sisters without either of them knowing of the other's experience, was the beloved object whom they ever sought and ever hoped for. Alas, when he returned, as he did after many years, they did not recognize him, and thus their life-long hopes, though cherished to the last, were never realized.

Let up peep inside the one, front room, in which, nearly all their lives, lived the cat, the hens and the three poor old maids. Miss M. Catherine

Lee has in part supplied us with an inventory of its contents. Thus, old garments and Quaker bonnets hung from nails on the walls, interspersed with iron and wooden utensils. From the ceiling was suspended mature cobwebs, dried herbs, strings of onions, peppers and ears of yellow corn. On the high chimney-piece rested a miscellaneous collection of a most heterogeneous character, including an old shoe, an old brown teapot with a broken spout, a yellow pitcher without a handle, a dead chicken, some untrimmed whale-oil lamps, a well-spattered tallow candle, and sundry remains of worthless bric-a-brac which defy enumeration.

In a basket on the table was a sick chicken kirtled in the remains of an old quilted petticoat, while the faithful black cat sat blinking on the window-sill, and sounds from the henery made music overhead.

Two large double beds, one against the north, the other against the southern wall, a few chairs and stools, an old spindle and a pair of shears, the historic bureau and a few other items of no importance completed the catalogue.

Here for nearly 40 years these simple-minded and degenerate old beings lived contentedly and peacefully alone—knowing nothing of the outer world—vegetating harmlessly while Nature sustained them until a ripe old age. Here they were regarded as curiosities, and people from the town would bring their visiting friends to gaze upon them in sympathy and wonder.

It would indeed have been difficult to recognize in the miserable-looking, dreary and melancholy old women of later years the three buxom girls in Quaker bonnets of early days, when Anna's trim, svelte figure, with her freckled brow and crown of Nature's gold, Mary's fair form like a brown nymph, with languorous heavy-lashed eyes and a bright full underlip, and Phebe with her chaste mouth, her gazelle-like eyes, and her pure beautiful face, might have captivated the hearts of the worthiest and the best of husbands. But alas, it was not to be!

To resume my pitiful narrative: Anna usually received the visitors, and was pleased to see them. If the one or two available chairs were not occupied she would say "Thee tak' a che-air," and if they were she would say "Thee tak' a che-air on the bed!" I have only space to mention a few of their eccentricities. They kept potatoes between the mattresses on which they slept, to keep them from freezing! They used the thorns of the neighboring hawthorn trees for sewing. There was a rock or boulder between the house and the adjacent hawthorn lot around which the three sisters have been known to promenade for long spells at a time.

These must serve as examples of their many peculiarities which might easily be added to indefinitely. It was not exceptional to see a log of wood in the fire with a hen perched on the other end.

Seeing a man on horse-back passing the house one day, and being told, in mischief, that he was a captain of cavalry who had just come to town, Mary became terrified and told her sisters to put their hands in the bureau and to pull down the blinds! It was

thus and thus that they showed their weakness of character, but they were always harmless and good-natured, always glad to receive visitors and showed their politeness by invariably pressing them to "come again." Mischievous boys alarmed and made them very unhappy sometimes; but the latch-string, which generally hung outside the door, was immediately taken inside when their watchful eyes led them to expect trouble.

No one knows what was kept in the closet in the front room already referred to, but it is considered probable that the sisters here preserved many of the little presents they received from visitors from time to time, among which must be included a large number of calico aprons which were never worn!

The Quakers were uniformly kind and attentive to them, and when these three "wastes of womanhood" became so weak and frail as not to be able to look after themselves, the Friends provided them with a new and comfortable home in the "Friends' Boarding House" on Upper Main St.,* where they were well cared for.

* Fourth house beyond the northwest corner of Gardner street.

It is said they made many attempts to escape to their old house and the hens on the desolate moor, and that, for a time, some of them succeeded in living there again. One by one, however, these pious but afflicted old creatures were called to their last home, Anna dying on August 7th, 1853, aged 81 years; Phebe on February, 23, 1860, aged 94 years; and Mary on August 10th, 1863, aged 93 years.

They were buried in the Friends' Burying ground, where, being Wilburites, no stone marks their last resting place. *Requiescant in pace!*

The old home of the Newbegins was taken down about fifty years ago, and naught remains but memories.

Struck by Lightning.

Nantucket was visited by a severe electrical storm about 2.30 o'clock last Saturday morning, and a bolt of lightning struck the Nickerson house on Orange street bluff, ripping up shingles on the roof, but doing no very serious damage. The telephone fuse in the residence of Asa C. Jones, on the opposite side of the street, was blown out, a bolt went through the chimney on the house of James A. Holmes, Jr., and the machinery on the dredger Bayley, anchored in the harbor, was slightly injured, but this was the extent of the damage hereabouts.

Folks who have been wondering all summer why the 'Sconset train gives those little toots just before it waltzes into town will be pleased to know the reason therefor—ducks. It seems that a flock of these domesticated birds has its abode near the "Goose Pond," and having run over and killed one of them earlier in the season, both the engineer and the fireman are on the lookout every time the train approaches the danger spot, and 'tis said the ducks have become so accustomed to the performance that they will not move from the track until they hear those little toots. So whenever you hear the shrill little whistle from Dionis' successor you'll know there are ducks on the track. Toot! Toot! Quack! Quack!

Ask those fishermen about Arrow Rubber Boots. Best quality. Prices right. A. W. Phillips, sole agent, Swain's wharf.

An interesting sight Wednesday noon was the couple which hastened down the plank walk onto the wharf, the woman carrying an umbrella over her head, while behind her came "hubby," in one hand holding a chain to which was attached a fractious dog, while with the other hand he was endeavoring to hold up his wife's skirts. And worst of all, the water was dripping from his wife's umbrella right down the back of his neck. We know the water "tickled," from the way he kept screwing up his face, but he was between two fires—if he raised one hand the pup would escape, and if he raised the other his wife's petticoats would trail in the mud—so the poor fellow set his teeth and bore the ordeal like a martyr.

Children Cry

Water Front

Catboat Gracie swamped at her moorings in Commercial dock, this week.

The first of the fleet of summer boats hauled out this week for the winter.

The crew of U. S. survey schooner Gazelle were really working Monday—carrying coal aboard.

Catboat Nestor lost her centre-board, Monday, and the following day hauled out in Robbins' boat-yard to have it re-hung.

A fire-roof steamboat is to be built for use on the Hudson river. The boat will be of incombustible materials throughout.

Plans were laid for a new freight steamer to run between Woods Hole and Oak Bluffs next year, at the fourth annual meeting of the Oak Bluffs Improvement association, held in that place on Saturday evening.

William E. Curtis writes entertainingly in the Washington Star of August 25th regarding the work of the United States fish commission station at Woods Hole, especially in relation to the hatching and growth of lobsters.

A letter has been received from on board the whaling bark Wanderer of New Bedford, Captain Mosher, stating that she had taken 900 barrels of sperm oil since Captain Mosher joined her at Dominique last spring. An additional 100 barrels would have been taken had not the whales taken blasted before the oil could be tried out. This is Capt. Mosher's first chance to show what he could do as commander, and his friends are glad to hear of his success.

The first blackfish caught in waters about Cape Cod since 1884, twenty-seven years ago, was taken Monday, by the crew of sloop Reliance, twelve miles north-north-by-east from Highland light. The fish was one of a school of one hundred. It towed the striking boat quite two miles before its decease, which occurred two hours after the fastening. The head was landed and sold to David C. Stull, watch oil manufacturer, Tuesday morning. Beside the blackfish, the Reliance's crew captured a 400 pound swordfish that day, and the men of the Angelia B. Nickerson also captured, Monday, a swordfish that tipped the scales at 330 pounds.—Provincetown Advocate.

The crowd assembled on the wharf while the Sankaty was docking, Tuesday noon, were surprised to see a mud turtle swimming peacefully along near the surface of the water between the steamer and the wharf. The turtle had a piece of rope, about five feet in length, dangling along behind, which indicated that he had been restrained by some boy and, breaking from his fastenings, had wandered into the ocean. Some of the men on the wharf grabbed a board and succeeded in winding the rope around it, while the turtle kept paddling on on its course, and after one or two attempts they pulled it up onto the wharf. The turtle was some lively, even though salt water is not supposed to be to his liking, and he proved quite a curiosity to the summer folks, many of whom did not know the difference between a turtle and a sea serpent.

We witnessed something that looked like human pig-headedness on the wharf Monday noon. The forward gang-way was being used for the unloading and loading of freight, baggage, etc., and passengers were requested to "go aft" over the regular passenger gang-way. The porter was on duty elsewhere and there was no one to warn people which way to go. A bunch of six or eight men and women started up the forward gang-way, when the second mate called to them "Go around the other way, please!" Without a murmur all followed his bidding but one man, and he appeared to be a commercial traveller—one of the kind who thinks the world and all that is in it belongs to him. Defiantly he shoved his way aboard the boat, not-

withstanding the second mate's efforts and requests that he go around through the regular passenger gang-way. He displayed a very mean disposition and those who witnessed his performance on the wharf hoped that if he went to headquarters to "report" the second mate, as he threatened to do, "headquarters" would give him instructions on how to conduct himself as a gentleman.

Sept. 9, 1911

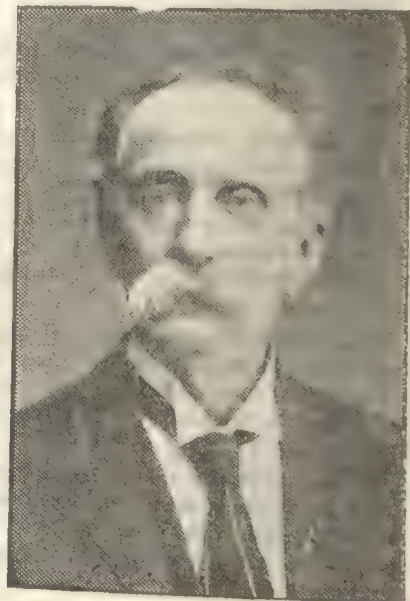
Rescue of Nantucket Boy During Gale in Indian Ocean.

S. J. Nevins in Boston Sunday Globe.

Fred Derby Hull, born in Nantucket 63 years ago, but for the past quarter of a century a resident of New York state, while on a vacation trip to his old home recently, called on his friends in South Boston, where he resided in the early 80's.

Marine park, the strandway, the headhouse, the pier, the public landing, the large, commodious and beautiful clubhouses, the bridge to Castle island, were all new to Mr. Hull and he lingered days beyond his intended stay in the peninsular district, "sort of getting his bearings," as he puts it, and renewing acquaintances in his former neighborhood.

He and Mrs. Hull were entertained one afternoon at a "Nantucket fish chowder" on board of one of the well-known yachts moored off the South Boston Yacht club float, and owned by a life-long friend. After the sunset gun all repaired to the piazza of the club, where Mr. Hull met many former acquaintances among the older skippers. He was an "old salt" himself,



FRED DERBY HULL.

having circled the globe three times when a youngster, in some of the ablest merchantmen in the China and India trade in the 60's.

As the evening wore on Mr. Hull related the account of the rescue of a boy at midnight in the Indian ocean, which, he said, was still on record as being the most miraculous rescue recorded.

"'Twas on Aug. 23, 1869," said Mr. Hull, "that the clipper ship Surprise sailed from Governor's island, N. Y., for China ports, with a cargo of coal, kerosene and general merchandise, consigned to an American firm in Hongkong and Shanghai. Our

captain's name was Randlett, one of the best skippers that ever held a master's certificate. We had a crew of 26, including a little fellow of 16 named Joy, who came from my old home in Nantucket. I was some years older than 'Billy,' as we all called him, and just before leaving home his mother, who was a captain's widow, sort of left him in my care. I was an able seaman on that voyage.

On the run south, which was uneventful, 'Billy' became very popular. He was as smart as a cricket, and everybody loved him. He had been warned by the mate never to go aloft at night, but would steal up the lee rigging to 'lend a hand' when all hands were called out. There were no lazy bones in 'Billy's' make-up.

We rounded the cape of Good Hope in latitude 47 degrees south, going some miles out of our course in order to strike the leading winds up the Indian ocean, the cape, as I recall it, being in something like 34 degrees south. We had a good run well into the ocean, when one night the weather apparently settled for a bad storm. The captain remained on deck until the middle watch, midnight, when he ordered in all the light sails.

Royals, topgallantsails, outer jibs and topmast staysails were stowed. Shortly after the mate ordered the mizzen upper topsail reefed. The weather was looking even worse as the night wore on. I was the first man on the yard and went out on the end. The second mate stood in the bunt.

In the darkness I thought I noticed 'Billy' coming out on the footrope. As I looked, sure enough, there he was, second man from me inboard and second man out from the second mate. 'Twas blowing up there, and every man was holding on for all he knew how. In the midst of a violent flapping of the sail I noticed something pass me like a flash.

'Man overboard!' yelled the second mate, in a voice loud enough to be heard above the gale by those on deck. 'Man overboard!' he called out again.

Imagine my feelings, if you can, when, clinging to the yardarm during the squall, I glanced over the back of the man next inboard to me, and saw that 'twas 'Billy' who had been hit by the heavy canvas and knocked into the sea. All this happened in a few seconds, and then came the voice of Capt. Randlett, who had come on deck when the order was given to reef the topsail, and who was on the quarter.

'Who is it?' he asked. And before the second mate could answer from aloft, little 'Billy' yelled from the top of a wave: 'It's Joy, sir!' not forgetting to put the 'sir' to his answer, even with death almost a certainty.

'Down from aloft, every man!' yelled the captain. 'Call all hands and stand by to wear ship!' The men aloft jumped for backstays and slid to the deck, just as the watch below came rushing out of the fore-castle, scantily clad, in their eagerness to lend a hand in rescuing a shipmate.

The wheel was put hard down, and the noble craft was behaving handsomely as she commenced wearing away. The sail we were reefing was now lashing itself to threads against the mast. Above its roar, after nearly 20 minutes, we thought we heard a whistle. Every man rushed to the weather rail. Sure enough, there was

'Billy' swimming toward the ship hand-over-hand. We all saw him as he came within the rays of a huge flash lantern which the mate held over the starboard quarter.

'Back the main yard!' called out the captain, in order to bring the ship to a stop. Every man jumped for the braces, but the headway of the ship was too great to be stopped in a length, and we passed 'Billy' by about 20 feet, and we all saw him pass astern, and, as we thought, for the last time.

'Poor boy, he's gone!' said the skipper, sadly. Then coming to his senses quickly, he yelled:

'Brace around that main yard, and stand by to wear ship again!'

We worked as hard and as earnestly as before, but our hearts were sad. The captain sent the mate to the topgallant fore-castle with orders to call out at the first sound of anything that resembled a whistle.

The ship was again wearing as prettily as before, as if endeavoring to assist in the rescue. Just as she was again about on her original course the mate called out:

'Off the starboard bow, sir!'

Again came the order from the captain to back the main yard, and that yard was swung around so quick that I have often wondered her masts didn't go by the board.

'Swim to leeward, Joy!' called out the captain through his trumpet. 'Hold on a few minutes longer and we'll save you!'

That ship stopped in less than her own length. On came 'Billy' swimming like a fish. On he came to within a few feet of the side, and every officer and man was paralyzed with excitement. He was being carried astern and to certain death in the swash aft, when a Greek sailor, hastily throwing a bow-line over his right shoulder and under his left arm, and passing the coil to the mate, jumped into the sea, jumped into a seething, howling Indian ocean sea, at midnight, at the height of a tempest!

We saw him grab 'Billy' and then we threw the line over our shoulders and ran forward. Up to the rail they came, the mate lifting them over. I ran aft as quickly as I could, and there stood 'Billy,' the usual smile on his face. He saw me first and rushed into my arms, saying, 'Hello, Fred!'

I took him to his bunk, and rubbed him well. The next day we looked him over and found him all right, except that he had a large black and blue spot under his arm. How it came there he didn't know. He fell from a distance of about 50 feet aloft. He heard the second mate call out 'Man overboard!' which shows that he did not go far under the water, and when he came up he swam to the wake of the ship to catch the patent log line. He caught it, but he could not hold on. Then he stripped himself of all his clothes, even his undervest, and was in the water fully 50 minutes.

The next afternoon we had passed through the gale with little damage, except the loss of the sail we were reefing when 'Billy' was knocked over. We headed for the north of Australia, passing numerous small islands, and shaped our course up the Pacific ocean instead of through the

China sea, as the monsoons were against us.

We passed close to the Palen isl-



JOSEPH C. REMSEN.

ands, and the natives came off in their dugouts with bunches of bananas, and the captain traded straw hats and jumpers for them. Later we passed Lord North's island and reef. The reef is 18 miles long and there is no anchorage around it. No ship that struck it ever escaped, and no crew up to that time that were forced to take to their boats ever had one man left to tell the tale. Before we had cleared the reef we had an experience that made Capt. Randlett look pale.

The wind left us and we started to drift with a three-mile current directly for the reef. We could see the foam of the waves beating against the reef, even as we stood on the deck. Nearer and nearer we drifted. There was not a sound to be heard save the slapping of the sails in the calm. Suddenly a light puff of wind caught our royals and we forged ahead with the remainder of our sails flapping, out by the end of the reef, and shaped our course across the China sea with grateful hearts. We arrived at the mouth of the Yangtze river and lay outside for 11 days awaiting a fair wind.

We had a Chinese pilot aboard, and while we lay there, with both anchors out, we had to send down all our upper masts and yards, as we experienced gale after gale. We finally arrived at our anchorage, 113 days out from New York, unloaded, and took on a cargo of tea and sailed for home. We sailed across the Indian ocean, after leaving the China sea, and through the straits of Sunda, toward the African coast. We sighted cape St. Mary on the southern end of Madagascar and then headed for the west coast of Africa until we sighted land. We then bore south, having a three-knot current even if we were becalmed, rounded the cape of Good Hope, so close we could see the land, caught the trades south and north of the equator and arrived in New York in exactly 10 months from the day of leaving.

And here comes a coincidence, so striking that few would give it credit

were not the proofs at hand. "Billy" again shipped on the Surprise and followed the sea, passing through the various grades, until at the time I speak of he was first officer of ship St. Nicholas of New York, Capt. Phineas Pendleton, Jr., of Searaport, Me. She was a handsome ship of 1799 tons. Joseph G. Remsen, Mr. Joy's brother-in-law, was second officer. Mr. Remsen is still in good health and at present is keeper of Sankaty Head lighthouse on Nantucket.

Relative to the "coincidence" Mr. Remsen says: "We were in the vicinity of the Azores, bound to Liverpool. We were painting the hull of the ship, just before making port. A boy who was over the side on a staging lost his balance and fell into the sea. Mr. Joy was in his stateroom, and at the cry of 'man overboard' he rushed up the companionway and jumped over the rail, without even knowing who it was he was endeavoring to save.

The captain threw a circular life-buoy to him, and he and the boy both clung to it until the boat had been lowered from the top of the forward house. While this was being done the ship had gone about and the boat and men were taken on board without starting sheet or tack."

"There's the coincidence," continued Mr. Hull. When Mr. Joy reached Liverpool he was presented a Camp & Villaverde medal and given a vote of thanks by the Liverpool shipwreck and humane society.

He sailed from Liverpool to New York, and on arriving at the home port was made master of the St. Nicholas, and sailed on his first voyage for San Francisco. While off Cape Horn in a gale of wind and snow he rescued the captain and crew of the British bark Lenox, which was on fire. On his return to New York at the end of the voyage he received a handsome silver tea and coffee service, a gift from Her Majesty Queen Victoria, in recognition of his bravery in rescuing the crew of the Lenox.

On his third voyage as master, while in his 32d year, he was stricken with Asiatic cholera in the port of Hongkong and died in less than a day. The day previous to his death he had been visiting numerous places in the Chinese city in company with Mrs. Joy and many other captains and their wives.

Among the places visited was a cemetery, where many graves were being opened, as the deaths from cholera were many daily. Pausing at an open grave at a remote part of the cemetery, Capt. Joy remarked that he supposed someone would fill it shortly. He went on board his ship at 6 p. m., was taken suddenly sick with the dread disease, and before 6 p. m. the day following his body was lowered into the identical grave around which the party had stood and which he himself had peered into.

He was the youngest shipmaster in the port, and commanded the largest ship, and the entire shipping lowered their flags to half-mast out of respect to his memory.

His brother, B. Whitford Joy, was first officer of the St. Nicholas at the time, and took command of the ship until relieved by a captain named Crocker, a much older man, who was in the employ of the same company as master of a smaller ship, at that time awaiting a cargo in a port in Japan.



CAPT. W. P. JOY.

Whitford then shipped in the Richard Parsons as mate, and rose to the command. During a voyage from Sydney, N. S. W., to Manila, the Parsons was caught in one of the fiercest tropical storms that had been experienced for many years, and was driven ashore and totally wrecked on an island inhabited by a semicanibalistic tribe.

The mate of the Parsons and six sailors were drowned. Capt. Joy jumped into the sea and clung to a floating boom or yard until washed upon the rocks that line the coast of the island upon which the ship was dismantled. He had with him on the voyage a lad named Remsen, his

nephew, a son of the former second mate of the St. Nicholas. Both Capt. Joy and young Remsen were saved and after many hardships among the natives reached Manila.

Here they were made at home for a while on board the New York ship Lucille, Capt. John P. Conway of Nantucket, which was at anchor in Manila harbor. Capt. Conway and Capt. Joy had filled the positions of first and second officers respectively on the ship St. Nicholas during the first voyage of Capt. William P. Joy, as master.

Capt. Conway retired from the sea some years ago, and is now very comfortably situated in his old home in Nantucket. Capt. B. Whitford Joy is still a successful shipmaster, and young Mr. Remsen, not to be discouraged by the vicissitudes of his first voyage, holds an important position aboard one of the government tenders covering the Boston district.

"Boxing the Compass."

One of our summer residents dropped into this office the other day and wanted to know what it meant to "box a compass." He said he had seen lots of compasses and never saw one yet that was boxed, could not see what use a compass would be in a box, etc., etc.; yet he overheard one of the old fishermen on the wharf say that when he went to school one of the first things a boy was taught was to box the compass. Would we kindly explain what he meant? It happened that when we went to school we received that identical knowledge (although not then a study listed in the curriculum) and our Nantucket instinct has kept it right on our tongue's end

ever since. To "box the compass" means to name its thirty-two points in order, starting from North and going around as with the sun, without making a "miss." The thirty-two points are:

North; north-by-east; north-north-east; northeast-by-north; northeast; northeast-by-east; east-northeast; east-by-north; East; east-by-south; east-southeast; southeast-by-east; southeast; southeast-by-south; south-southeast; south-by-east; South; south-by-west; south-southwest; southwest-by-south; southwest; southwest-by-west; west-southwest; west-by-south; West; west-by-north; west-northwest; north-west-by-west; northwest; northwest-by-north; north-northwest; north-by-west—North.

In the olden days, one of the first things a Nantucket boy learned was to "box the compass," but few of the lads of today give even a passing thought to memorizing the thirty-two points in their order—not that they have lost interest in all that is nautical, but that the men who used to teach such things to growing youths have passed on.

6-12-1914

Water Front

Schooner L. L. Hamline is discharging coal at the Crosby wharf.

Forgy steamer Ardent came into the harbor, Thursday, to escape the east-erly.

Schooner Luella Nickerson arrived Monday with cord wood for Capt. John Killen.

Powerboat Daffodil, with a small party, came over from New Bedford on Sunday.

Almost every sailboat in the harbor was out with a party, Monday, the day proving ideal for sailing.

Bear in mind that the afternoon boat leaves Nantucket at one o'clock on and after Sunday next.

Schooner Fred Tyler is at Vineyard Haven awaiting a favorable opportunity to come across the sound.

The public appreciates the electric lighting of the shed on the wharf, especially as the days are growing shorter and the boat's arrival is after dark.

Motor yacht Venesse tried to enter the harbor just before the Gay Head, Saturday night, and as a result the steamboat was obliged to stop for several minutes near the jetties.

A barrel of eels—real live squirming eels—broke open on Steamboat wharf, Thursday noon, and it was some job to gather the thousand or so salt water "snakes" together again for re-shipment. A slimy mess it was, and no mistake, and the performance was enjoyed by all those who did not have a hand in it.

Monday afternoon Benjamin Ballantyne launched his new ocean-going steam yacht. The craft is 14 feet long and is equipped with a 5-horse-power steam engine of Mr. Ballantyne's own construction. Steam is supplied by a Stanley automobile boiler. Although not exactly beautiful to look at, she is very servicable and quite fast.

The Poem on "The Newbegins."
 The article on "The Newbegin" by Dr. R. A. Douglas-Lithgow, which appeared in our last issue, struck a responsive chord among our readers that we have received numerous requests to print the old familiar doggerel on "The Newbegins," penned many years ago by some Nantucketer. Effusion cannot justify the "poetry," yet it is doubtless of sufficient interest to warrant publishing.

On this little sandy isle,
 A mile or two from town,
 Live three aged sisters
 The fame of whom resounds.
 One of these sisters eighty-two,
 Another most four score,
 And Anna, youngest of the three,
 Her years are seventy-four.
 In peace and comfort there they live,
 Free from the care of wealth,
 Enjoying more than many hearts
 In happiness and health.
 No husband ever smiled on them
 To cheer them on their course,
 But a life of single blessedness
 Seemed to have been their choice.
 They've never left their native isle
 The world at large to see,
 But seem as well contented
 In ignorance to be.
 Our steamboats they have never seen
 Except at a distance,
 Likewise our ships—those noble craft—
 Have never met their vision.
 Full sixty years ago, they say,
 They visited our wharves,
 The price of apples to obtain,
 Also of beef and pork.
 They make companions of their hens
 And nurse them with much care;
 They share with them their humble hom
 And let them roost up stairs.
 One of them walks sometimes to town
 In order to procure
 Whatever articles they may need
 From Cousin Reuben's store.
 It would please you very much
 To see her in her walks,
 As around a post she three times goes
 In steps so quick and fast.
 Gay visitors they sometimes have—
 Also the slick and prim—
 With pockets well-nigh bursting
 With cakes and other things.
 Could you but see the joyous smiles
 Around Friend Mary's mouth,
 And hear the trembling accents
 As Phebe then breaks forth,
 "I'm obliged to thee, friend!" Phebe cries
 And Anna looks her thanks,
 While Mary hastens with the prize
 As fast as she can tramp.
 Upon the upper shelf she puts
 The goods which they bestow
 And then comes and seats herself,
 The news in town to know.
 'Tis then the numerous questions
 In quick succession come,
 About the folks in town
 Also our friends at home.
 And sometimes while you're sitting
 Conversing with these three,
 About their hens and chickens,
 You much amused would be—
 Perchance will greet your ears
 A cackling loud and thrill:
 Sometimes a smart young chanting
 Will make those walls resound.
 When we speak of leaving
 They press us hard to stay,
 And make us promise often
 To take a stroll that way.
 "Now, come again, all on ye,"
 Is Phebe's constant cry
 As we, their mansion leaving,
 Turn round to say good-bye.
 Now, if there's anyone on this isle,
 Who never has seen these three,
 Delay no longer—visit them—
 Repaid you'll surely be.

superintendent of streets have been warned not to trespass. The fact that the property owners have retained the services of counsel indicates that they are prepared to take the matter into the courts, if necessary, in order to protect their rights, so with visions of a law suit before them the selectmen have wisely concluded it is best not to give the superintendent of streets any further instructions.

The orders previously given him, however, will doubtless remain in force, inasmuch as he was instructed "to remove all illegal obstructions on Rose Lane." The superintendent will probably not find any "illegal obstructions" to remove, at the west end, and Rose Lane will doubtless remain as it has these thirty or forty years. However, the selectmen and superintendent of streets will keep a watchful eye over the thoroughfare in the future, to see that no more fences are placed across the road-way. The controversy has already engendered some little neighborhood strife, but the selectmen, like the burnt child which dreads the fire, will steer clear of a law-suit or any legal entanglements. Rose Lane is not an important thoroughfare, and even if it were opened up as it used to be forty or more years ago, it would be of no great benefit to the community, so what's the use?

The Roll of the Sankaty.

Some of the remarks regarding the new steamer Sankaty are amusing. The fact that the boat rolls and does not "sit up straight" on her passages across the sound brings forth all sorts of comments from those who take passage on her, many of whom know no more about a boat and her sea-going qualities than a kitten does about running an automobile. Passengers who expect the Sankaty to steam across the sound always on an even keel are naturally disappointed when they find that the boat rolls a bit in a cross sea and disturbs the equilibrium of their internal mechanism; but when they give rise to such statements as "the boat came near not righting herself Wednesday," they not only place their own intelligence in a false light, but do a gross injustice to the boat, to the steamboat company, and to the island of Nantucket.

Anyone who knows anything at all about a boat realizes that a propeller steamer is liable and expected to roll more than a side-wheel boat, but that a propeller is able to safely make her way through a sea which would keep a side-wheeler in port. No invention has yet been made which will prevent a steamer from rolling—even the big 800-foot ocean liners are not immune—but for anyone to set adrift a statement that "the Sankaty came near not righting herself," when crossing the sound against a little cross sea, is so ridiculous that we cannot refrain from saying that common sense ought to make them know better.

Had we heard this statement but once we would have given it only a passing thought, but one man and three ladies have called at this office at different times since Wednesday afternoon, and each made the same remark—that he or she "dreaded to take passage on the Sankaty because she came near not righting herself" on her passage across the sound the previous day—and it really seems worthy of comment, so as to set at rest a possible erroneous impression that the new steamer Sankaty is not safe to take passage in.

Sept. 23, 1911.

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No member of the House was better placed as regards committees than was Dr. Sharp this year, and members of the committee testify to his splendid work there. Perhaps more than any other one man is he deserving of the credit for killing the iniquitous "quahaug" bill, which would have allowed residents of Wellfleet, after disposing of their clam-beds, to journey over into Eastham and Orleans and clean out the beds in those towns.

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men. He favored this year the bill to extend the open season on coot, shelldrake and whistler, which did not, however, get through the House. He also took part in the debates on the optometry and "bob" veal bills, as well as on some other bills concerning medical matters.

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And Anna, youngest of the three,
Her years are seventy-four.
In peace and comfort there they live,
Free from the care of wealth,
Enjoying more than many hearts
In happiness and health.
No husband ever smiled on them
To cheer them on their course,
But a life of single blessedness
Seemed to have been their choice.
They've never left their native isle
The world at large to see,
But seem as well contented
In ignorance to be.
Our steamboats they have never seen
Except at a distance,
Likewise our ships—those noble craft—
Have never met their vision.
Full sixty years ago, they say,
They visited our wharves,
The price of apples to obtain,
Also of beef and pork.
They make companions of their hens
And nurse them with much care;
They share with them their humble hom
And let them roost up stairs.
One of them walks sometimes to town
In order to procure
Whatever articles they may need
From Cousin Reuben's store.
It would please you very much
To see her in her walks,
As around a post she three times goes
In steps so quick and fast.
Gay visitors they sometimes have—
Also the slick and prim—
With pockets well-nigh bursting
With cakes and other things.
Could you but see the joyous smiles
Around Friend Mary's mouth,
And hear the trembling accents
As Phebe then breaks forth.
"I'm obliged to thee, friend!" Phebe cries
And Anna looks her thanks,
While Mary hastens with the prize
As fast as she can tramp.
Upon the upper shelf she puts
The goods which they bestow
And then comes and seats herself,
The news in town to know.
'Tis then the numerous questions
In quick succession come,
About the folks in town
Also our friends at home.

THE CENT SCHOOL.

L. H. Sturdevant in the Atlantic.

A Cent School is so-called because the children who come to it bring each one a cent, clutched tightly in a little hand, or knotted in the corner of a handkerchief, a daily offering. If the cent is forgotten, or lost on the way, the child goes home for another, that is all, and has a scolding for carelessness into the bargain.
The littlest children go to it—used to go, rather, for indeed this should all be in the past tense rather than the present, the Cent School being a thing of the past and, as one might say, a great aunt of the present kindergarten, an old woman from the country, who is rather plain in her ways. Eunice Swain would have thought a kindergarten foolishness. Her children did not come to school to be amused, but to work.

She put them on benches in her big kitchen, because it was warm there, and sat in the dining-room door, and taught them, or chastised them, as the spirit bade her. She taught the three R's, and manners, and truth-telling, and, above all, humility, impressing on these infants, daily, that they belonged to a generation, not of vipers exactly, but of weaklings.

superintendent of streets have been warned not to trespass. The fact that the property owners have retained the services of counsel indicates that they are prepared to take the matter into the courts, if necessary, in order to protect their rights, so with visions of a law suit before them the selectmen have wisely concluded it is best not to give the superintendent of streets any further instructions.

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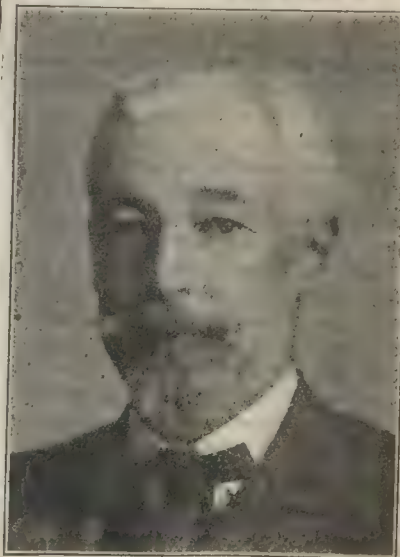
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Reminiscences

FIFTY YEARS AGO.

Married, in this town, 5th inst., by the Rev. Isaac C. White, Manuel King and Miss Mary Lua.

Married, in this town, 5th inst., by George Cobb, Esq., Benjamin Smith and Mrs. Anna E. Colwell.

Charles S. Cathcart has opened a dry goods store in the rooms recently occupied by Cromwell Barnard, Jr.

FORTY-FIVE YEARS AGO.

Married, in Cambridgeport, 13th inst., Seth A. Fowle, of Boston, and Miss Emmie M. Mitchell, formerly of Nantucket.

Married, in this town, August 23, by the Rev. S. Ripley, Niles Lund, of Boston, and Miss Emily J. Andrews, of Nantucket.

Sloop Tawtemeo, Captain Ray, New Bedford for this port, with flour, corn, coal, etc., on board, struck on Lone Rock, while coming through Woods Hole, Thursday, and sunk in twelve feet of water.

FORTY YEARS AGO.

Alfred Macy has resigned his position as Collector of Customs of this port.

Married, in this town, 7th inst., by the Rev. Mr. Hosmer, Charles G. Coffin, 4th, and Miss Sarah K. Hunter, both of Nantucket.

Schooner Fanny Hammer, Capt. Brooks, from Philadelphia to this port, about whose safety fears were entertained, arrived on Thursday evening. She was blown to sea in last Wednesday's gale, but received no damage.

THIRTY-FIVE YEARS AGO.

A new crossing has been laid across Lower Pearl street.

Francis H. Macy has sailed from San Francisco as third mate of ship Cleopatra, for Dublin.

Miss Susie Starbuck sailed from Boston on steamship Marathon, for Europe, Saturday.

The Island Home made the trip from here to Oak Bluffs and return, Monday, in four hours and fifty-five minutes, including the time occupied at Oak Bluffs in discharging freight and landing passengers.

THIRTY YEARS AGO.

Walter H. Russell, of Boston, took charge of our High School on Monday last.

C. H. Robinson has sold to Mrs. Gertrude Farragut three house lots at the cliff.

Miss Bertha Hazard, formerly of this town, has been appointed assistant in the Gloucester High school.

Steamer River Queen, in backing into her dock, Monday noon, met with an accident by which her stern bulwarks were smashed, her rudder demolished and the rudder head split.

TWENTY-FIVE YEARS AGO.

A movement is on foot to establish a gymnasium here.

Married, in this town, 5th inst., William F. Neil and Miss Lizzie Foley.

Dr. Sharp has been a frequent contributor to current periodicals on scientific topics and is keenly alive to the problems of the day in all lines. His interest in zoology led him to accompany the Peary expedition of 1891, to the northern regions, and even now he is planning an extended trip to South America.

Dr. Sharp has been deeply interested in the preservation of fish along the Atlantic coast and is strongly of the opinion that if the wholesale destruction allowed by some states is permitted to continue, ultimately the federal government will have to step in and exact uniform laws to govern this question. In sending a man like Dr. Sharp to the legislature, Nantucket has honored herself and benefited the state at large.

Representative Sharp a Valuable Man.

My associates in the General Court: I have taken some pains to find out and this is, in part, what I have learned:

Speaker Walker, at present a candidate for nomination for Governor, says: "I have the highest regard for Dr. Sharp, both as a man and as a legislator. He was one of the most valuable men we had in the Legislature and I sincerely hope that he will be returned."

Grafton D. Cushing, Esq., who is a candidate for the Speakership of the House of 1912, with an excellent chance of winning it, says: "I look upon Dr. Sharp as one of the most valuable men in the House. * * * He is a most faithful and intelligent legislator and I should be willing to trust to his judgment in anything."

Equally laudatory are the comments made by his colleagues on the Committee of Fisheries and Game, of which he was the House chairman. It was in this committee, so important to the people of Nantucket, that his acquaintance with what the people of our island wanted and needed was very strongly supplemented by his knowledge of scientific facts, and enabled him to advance arguments that were incontrovertible. Let me quote a few opinions of his colleagues on the committee as to how they viewed his work.

Representative McCullough, of Holyoke, writes to me: "As Chairman of my committee (Fisheries and Game), I found him to be a man who understood the subject thoroughly, and at all times giving what information he had to the Committee, so that proper laws might be passed for the best interests of the state. And the same can be said of all other laws, before securing his vote for or against."

Another Representative on the same Committee writes: "I am very glad of the opportunity to say a good word for Dr. Sharp. Being on the Fisheries and Game Committee with him I was in a position to see much of him, and found him a good fellow in every way—fair, honest, and working for the best interest of all concerned on every measure before us."

Senator Gates, of Westboro, says: "I hope Dr. Sharp will be renominated and returned to the Legislature, as I know him to be a valuable man for the

state. I served with him on the Committee on Fisheries and Game, he being House Chairman and myself a Senate member. Dr. Sharp is able and a hard worker for the good of the Commonwealth."

Representative Saltonstall, of Beverly, says: "With respect to Dr. Sharp of Nantucket, who served on the Committee of Fisheries and Game last year as House chairman, I am very glad to say that I consider him one of the most useful and level-headed members of last year's House. Dr. Sharp is extremely well posted on a great many subjects, and I trust that he will not fail to be re-nominated and elected, as his failure to return to the Legislature next year would be a distinct loss to that body, to his constituency and to the State." Mr. Saltonstall is of the firm of Hunt, Saltonstall Co., Bankers, of State street, Boston.

Senator Roland M. Keith, of Bridgewater, says: "Dr. Sharp I consider one of the most valuable members it has been my pleasure to be associated with. For the past four years I have been a member of the Committee on Fisheries and Game, the last three the Senate Chairman, and I can truthfully say Dr. Sharp is the most valuable man I have ever seen upon this Committee. His wide experience and

practical knowledge of the matters with which we had to deal made his services of the greatest value, not only to the state, but to the district he had the honor to represent, and he should be returned by the unanimous vote of his district. If more men of the calibre of Dr. Sharp were elected, less bad laws would be the result."

Senator Gates, of Westborough, and Representative Leok, of Tisbury, give equally praiseworthy testimony.

I might obtain and continue these testimonials almost indefinitely, but I am using only those from men who were more directly in contact with him. I will quote but one more, and that is from a man who was a member of the same committee, a warm personal friend of Senator Lodge and an earnest worker for him in his campaign—our present Secretary of State, Hon. A. P. Langtry. Mr. Langtry says: "Words fail me to tell you in what esteem I hold Dr. Sharp. There was no man in the House who did better work, and his wonderful knowledge of such a vast variety of matters was of the greatest service to the State of Massachusetts."

Let me say, in closing, that Dr. Sharp knew no more about the good words his colleagues have said to me than you do, and no voter will be so much surprised as he to see them in print.

Can Nantucket afford to fail to renominate and return him? Most emphatically—No!

A. Starbuck.

Waltham, Sept. 16, 1911.

Married, in this town, 5th inst., Alexander McKennon and Miss Nettie Sylvia.

The Nancy Freeman estate on Mulberry street has been sold to Simeon L. Lewis.

C. H. Robinson is erecting a barn for John Harps, on the land corner of Fair and Charter streets.

TWENTY YEARS AGO.

Mrs. Lydia C. Selden has been granted a widow's original pension.

A fishing steamer that came in Monday ran on the rocks of one of the sunken wharves.

A. T. Mowry, agent, reports the sale of the Heath property at the cliff to Mrs. Emily Rhodes, of Philadelphia.

The terrific storm of Monday washed out the railroad at Nobadeer, and no trains passed to Sconset until Wednesday.

George W. S. Field, who for five years has been Mr. Brock's assistant in the Pacific National Bank, has tendered his resignation, and will leave next week for St. Paul, Minn.

FIFTEEN YEARS AGO.

Immense numbers of perch are being caught at Sesachaca pond.

Miss Mary Killen will leave shortly for a course of Normal school study.

John J. Gardner will again be a candidate for the representative nomination.

John J. Phelan has entered upon a course of study for the ministry, at Colby Academy, New London, N. H.

Mr. and Mrs. Charles H. Baker celebrated their thirtieth wedding anniversary, on Friday evening, the 4th instant.

TEN YEARS AGO.

Frank E. Defriez has sold his property on Orange street (the Colburn estate) to Mrs. Sarah M. Jenkinson, of Port Huron, Michigan.

An alarm was sounded on Wednesday week for a fire in the slaughter and rendering house of R. E. Burgess & Sons, in a lot adjacent to the almshouse. Some of the tallow was saved.

Robert B. Coffin and William H. Norcross, local representatives of the Mass. Humane Society, are in attendance at the annual experimental tests held by the organization at North Scituate.

FIVE YEARS AGO.

Auxiliary catboat Volante brought in ten bluefish, Wednesday.

A party of young men ran Great point rip on Friday in laptha launch Gimple—quite an unusual feat.

Married, in East Boston, September 1, Walter C. Keane, of Nantucket, and Mary F. McLean, of East Boston.

It is reported that the Hollis Hunnells of Wellesley have purchased for a summer home the estate on Orange street formerly known as the Bay View Hotel.

The Union Benevolent Society will meet next Tuesday evening with Mrs. Nancy J. Allen.

A Full Day at Nantucket.

From the New York Evening Post.

The joys of this day began with breakfast—rings, wonders and berry cake with the coffee! Berry cake you may guess at, but you will be glad to know that rings and wonders are fried cakes—part of the debt of New England to the Dutch. Served at this table, fried as Sarah in this kitchen fries them, you would never know them for anything fried. So we eat them, not only with delight, but with an easy Nantucket conscience, and when plaice-fish and roasted potatoes bear them company, we are fortified for a voyage longer than outside 'round the bell buoy.

Our boarding house is on a side street of the town, and not in sight of the water, yet we beg for seats at its table, and must not describe it more particularly—and lessen our chances. Only its table is but one of its attractions. Launched from its doorway with good wishes we go gayly down the hilly street, where hollyhocks blossom even outside the fences, 'round a corner, and down a lane where English ivy waves like a curtain the length of a high wall; beyond dances the harbor, blue and green this morning as some bay of Italy, and at the lane's end a gray wharf, where dance the boats. The sails past the red-brown rocks of the breakwater seem above it, swimming in the extraordinarily clear air. Somebody says: "Sign of a northeaster." Never mind, we have today.

Now we are outside, nearing the buoy; some of our party have rounded it yearly for twenty years of a happy past, establishing the belief that placing a penny on the tilting floor of it works a spell to bring one back yet another season. "Can we do it now, skipper?" They told in the old days of a pilot who waited on the buoy one night on the chance of bringing in an expected boat, that, when it came, was half-minded to avoid him as a wily thing of the sea—possibly a Yo-Ho, such as walks the shores of the outer islands of Muskeget.

Now, if the boys are to get their dip, we must go back to the beach; they would fain go overside out here, but the skipper will not have it.

*The curving strand
Of cool grey sands
Lies like a sickle by the sea.*

That is true of it morning and evening, but at the bathing hour a flashing scimeter is a better simile.

As we come up to the wharf, where sails flap, cordage whips, and the wind strikes keen, out to our boat swims a sunburned singer of Nantucket verse, and stammers the advice: "Girls, g-get your sealskin bathing suits." That night we read with glee in somebody's album:

*We parted, and mine eyes were wet,
Thine, too, I think, were brimming;
With tears of brine, love? I forget—
You know we were in swimming.*

Out again to cruise about until the noon boat from the mainland is sighted over the breakwater; and then to beat the bath boat in; land at the big wharf the girl who has pencilled the home letter, and even sealed it with the wax and tiny scallop shell she always car-

ries in her sweater pocket, so that she may post the packet on the steamboat deck—the salt taste in it—and herself climb into the tall spiling on the end of the dock and, according to immemorial custom, farewell a departing friend.

Almost dinner-time now, and after dinner, the horse show. We have always meant to see it. This year, it is coming off earlier, to give the "strangers" a chance, and to be on the fair grounds on such an afternoon will be a pleasure. It lies out on the edge of the moors, as the visitors love to call the downs covered with sweet-smelling growths and crossed and re-crossed by "rutted roads," the ruts mere markings between ridges cushioned with heath and wild golden aster. The island folk still call these lands "the commons" as when many flocks of sheep fed there, and my lodging house hostess tells me the fair grounds are just beyond the sheep gate through which the creatures crowded at night and sought a lee huddled in the lone-like streets close against the houses. "Their breathing frightened me in the night, when I was a child," says she.

The fair grounds is a grassy spot thick grown with the springy vine of the bear berry—those who know "Cape Cod Folks" will recall it as "the 'tarnal mealy plum"—and not perfectly cleared of knee-high pines that go swishing under our wheels and rise unhurt in our track. About it is a half-mile track and it is walled with pines tall enough to tempt the boys to climb them. Above this wall of blue green, we see the town, always pink, gray and violet, in the afternoon light, and the harbor full of shining sails.

An inner space is lightly railed off for the ring. About this, the carriages of the summer people and light wagons of the farm folk are ranged three deep. We are all in our best, the northwest wind working hard to display gay veils and white shod feet, as the visiting from carriage to carriage goes on. This is not a sporting event for us, but an entertainment so interesting to watch that only once we remember to turn and look at the horses speeding against the background of the pines.

A woman, most correctly skirted and coated, youthful and vigorous, presided at the judge's stand. More than once, she stepped down to drive in the ring; once she unharnessed, saddled, and rode the same animal; more than once, I heard the exclamation "Isn't Grace having a good time!"

The riding, by young girls mostly, is pretty, and the jumping exciting. The strains of a band carry faintly against the wind, and as we turn and with much visiting by the way, become a homeward procession, the day, beyond the breakwater, has turned misty gray, but the inner harbor burns with sunset light, the halfway headlands are colored like a wild rose, the topmasts of the anchored boats flame and flicker, and every vista at the end of the little lanes on either hand holds a picture to remember, as we drive through Orange street toward our sup-

per of sweet corn, plaice-fish and hot biscuit. Why does one always come up to the common-place of eating? Because there it is. And do you call plaice-fish "common-place?"

The northeaster came, all right—happily "the day after the fair"—and is still with us this fifth day. You will think this spells ennui to the point of despair; not at all—it spells disappointment as to sailing and driving, but this being a town, not a string of hotels and cottages along a beach, there are many things to do. The girls

go about the streets in "slickers." Most becoming to sunburned and browned faces is that yellow of a new jacket. Do they have them made to order, I wonder, so trim and snug the fit? While the weather was still plain rain, soft and rather warm, bathing at the beach went on, for the devotees of it, and one of these—a maiden one could easily imagine either naiad or dryad—comes in, bearing mushrooms and is easily believed to have brought them from the moors. She spies them from the gable window of the two-hundred-year-old house where she lodges, and so they have come no further than the grassy plot over the way. The one real child in the house wears a sweater and rubber boots that fit, and goes in and out with a musical chirp—truly, like a song sparrow in the rain.

There is a fire upon the hearth. Before it careful mothers dry and shape wet white shoes, and 'round it, day or evening, is much good talk, some of it island history, much of it reminiscent of summer season doings and both kinds seasoned with good stories. We spoke of the thunder shower, island fashion, as "a tempest"—and heard how a young woman at tea with her Quaker aunt was reproved for being disturbed at the thunder.

"Do you not mind it at all?" asked she, and being assured that she would be ashamed of herself in such case, retorted: "Then why are you stirring your tea with a radish?"

We tell the tiny lady of the rubber boots that in a past day she would have been taken to call on two kind folk, who had in their keeping a wonderful wax doll—brought by a sea captain who had promised his daughter finer doll than any other on the island. It had been purchased in a convent, where it was believed to have been modelled after a royal baby, and is still known as the Dauphin. She may see it in its case in the Historical Society's rooms; once the good children were allowed to hold it, sitting in the corner of the slippery sofa on the shaded parlor. It is so childlike, so human, many a woman grown, standing before the glass case, longs to hug it now.

The Historical Society. What is that? Part of the old Friends' Meeting-house on Fair street. Some of us will go to it, on pilgrimage, as it were, merely to sit in the back seats and dream we hear again Narcissa Coffin speaking to the "dear young ones," and see her lovely face against the gold-green of the willow branches outside the open window high above the "speakers' seats." The boy who listens to all whaling stories may find there the log-book in which the captain drew the whales of each encounter, instead of stamping them with the box-wood stamp.

"They are drawn to the mood of the moment"—round, oval, rectangular—but always with individual expression. Picture a whale drawn with sweeping circles for fins and flukes, yet looking like a whale! As a boy, this captain did just such entertaining things under his desk lid.

Once upon a time our lookout was for amusement more than information, and then we went—in shoals—to visit Mrs. McCleave's museum, and if we could but take along some stranger who would not know how seriously the good lady expected us to take her treasures and her talk about them, and might be counted on to giggle, and so be brought to the front and made an example of.

The mention of Mrs. McCleave before the fire this morning brought several speakers to their feet, and served to place her again before us, wearing the Fiji islander's head-dress and feather cloak, showing us with solemnity the cocoanut dipper "of which the natives use to drink out of," or reconstructing from one carved bed-post the entire bedstead and family history thereto attached.

The high-backed comb, for which her sister worked and saved, until, when bought, there was no hair to wear it in. The poem she recited—the mysterious stranger, whose story she wove about the carved ivory—surely this Evening Post will carry joyous memories to many more than sit about our fire today. Where is Mrs. McCleave's? The museum was scattered at auction, and I am told that her tombstone reads: "Mother, Thou Art Not Forgotten." You cannot go to verify that until this rainstorm ceases, and then you will not, for, although we shall not hear "Billy" crying it, there will be "a big surf on South Shore"—bouncing green billows beyond the shoals and, at least, half-rested horses to take us "rantumscooting" on the moors.

Oct. 7, 1911

Personal

Grover Coffin is home for a vacation.

Mrs. John Sickels returned home Wednesday.

James H. Wood returned to the island Tuesday.

Mr. and Mrs. William F. Worth are away for a short vacation.

Mrs. Etta Blanchard has returned from a visit in Providence.

Mr. and Mrs. John Cowden left Tuesday for a short vacation trip.

Dr. Edwin T. Rollins, of Jamaica Plain, has been in town this week.

Miss Cora Stevens returned Tuesday from a trip to the White Mountains.

Mrs. William P. Graves and family left this week for their home in Boston.

Mrs. Byron E. Pease and children left Wednesday morning for Edgartown.

Mrs. H. C. Kimball and family have returned to their home in Rochester, N. Y.

Mrs. Amelia Cushman, of Brockton, is spending the month with friends in Nantucket.

Miss Florence Hussey has returned from a visit of several weeks on the mainland.

Misses Bessie and Ida Parker left on Tuesday for a visit with relatives in New Jersey.

Miss Sara Turner, who has been the guest of Miss Lawrence, left this week for New York city.

Mr. and Mrs. Herbert Gibbs and daughter have been visiting Mr. and Mrs. James H. Gibbs.

Miss Olive C. Raymond spent a few days last week with Mr. and Mrs. W. H. Tay, in Wakefield.

Donald Cameron Gray returned to Boston, Wednesday, after a week's vacation at Nantucket.

Mr. and Mrs. Harry L. Hamblin, of Edgartown, are guests at Mrs. Wm. D. Appleton's, Lyon St.

Mr. and Mrs. Irving Elting and Miss Elizabeth Elting left Tuesday for Brookline, where they are to spend the winter.

Miss Mildred Leach returned to her home on Saturday, after spending three weeks with Mr. and Mrs. Arthur D. Chase.

Mr. and Mrs. Robert W. Coleman and Mr. and Mrs. Walter S. Coleman and family left Wednesday for a pleasure trip to Boston.

Mr. and Mrs. J. W. Phinney and family closed their summer home on Tuckernuck this week and left Wednesday for their home in West Medford.

Mr. and Mrs. J. Butler Folger and family left Thursday morning for Pueblo, Col., where they are to make their home. Mr. Folger has secured employment with the Cleveland & Colorado Land Company and is to enter upon his new duties next Monday.

Among the passengers from the island Tuesday were: Miss Florence Ayers, Miss Mabel Backus, Miss Hattie Barrett, Miss Isabel Coffin, Miss Maud Winslow, Harold Marks, Eldrid Gardner, Herbert Wood, Edward Hayes, Shirley Erving, J. B. Ashley, David Calhoun, John Roberts and Reginald Hussey.

Nantucket's season is really over now, for Elisha Pope Fearing Gardner, he of the "Poet's Korner" and the boneless peanuts, riddles and odd advertisements in the island newspaper which furnish many a laugh, has bid good-bye for the winter and betaken himself to Boston to pass the winter, with a hope of all hands meeting again next summer. Mr. Gardner has become as much a feature of the island as the late "Billy" Clark, widely known as the town crier. Readers of The Inquirer and Mirror will miss Mr. Gardner's advertisements during the winter.—Plymouth Memorial.

[Not gone for the winter, neighbor. Just doing the Hub and the Brockton Fair for a week, and then Elisha will hie himself homeward to hatch up another stock of conundrums and "poems" for next season.—Ed.]

Reminiscences

FIFTY YEARS AGO.

Rufus Coffin has been appointed first lieutenant in the navy.

Capt. Uriah C. Clark has been appointed assistant keeper of the Sankaty Head lighthouse, with Capt. Henry Winslow.

Married, in this town, 19th ult., by the Rev. James E. Crawford, Edward J. Godfrey and Miss Julia A. Crawford.

FORTY-FIVE YEARS AGO.

Married, in this town, 23 ult., by the Rev. C. S. Macreading, John C. Wilcomb and Miss Almira W. Fisher.

Married, in this town, 20th ult., by the Rev. C. S. Macreading, Stillman C. Bassett, of Wareham, and Miss Valina T. Worth, of Nantucket.

The roof of a barn belonging to Capt. William C. Fuller took fire on Monday, from a gun wad which lodged there. The fire was extinguished with but slight damage.

FORTY YEARS AGO.

The Ocean House entertained 1,441 guests this season.

Married, in Pekin, N. Y., 6th ult., Hiram C. Martin and Miss Lydia B. Coggeshall.

Miss Lizzie Lovell, of this town, has been appointed Master's Head Assistant in the Comins Grammar school, Boston Highlands.

Miss Charlotte P. Baxter and Miss Emma Nickerson, of this town, have passed successfully entrance examinations, and have been admitted to Vassar College, Poughkeepsie, N. Y.

THIRTY-FIVE YEARS AGO.

Steam yacht Island Belle made an excursion to the Cross Rip lightship on Tuesday.

Charles H. Robinson is making an addition to the large coal shed of Capt. William T. Swain.

An unknown brig ran ashore on Great Round shoal, last Wednesday morning, but got off without assistance.

Married, in this town, 10th ult., by the Rev. C. N. Hinckley, Frederick A. Dunham and Susan B. Vincent, both of Nantucket.

THIRTY YEARS AGO.

The Springfield House is to remain open during the winter.

Lawrence Coffin has entered the Bridgewater Normal School.

Miss Ida F. Swain has entered the Framingham Normal School.

Married, in Boston, 13th ult., Thomas S. Sayer, Jr., and Sarah Randolph.

George W. Macy has been appointed a Notary Public, by Gov. Long and council.

Married, in Boston, September 15th, by the Rev. Edward Hale, Dr. Benjamin Sharp, of Philadelphia, and Miss Virginia May Guild, of Boston.

TWENTY-FIVE YEARS AGO.

Ensign Rogers sailed on bark Sunbeam from New Bedford, August 24th.

A room is to be set apart at the High school for a laboratory for chemistry classes.

Governor Robinson and Lieut. Governor Ames accepted invitations to attend the county fair.

John B. Folger has presented to Union chapel, Siasconset, a handsome communion service in memory of his wife.

TWENTY YEARS AGO.

Ship Lucile, Capt. John Conway arrived at San Francisco, the 18th ultimo.

E. C. Bennett is making extensive alterations to Mrs. Gurley's house, Brant point.

Married, in this town, 20th ult., by the Rev. Fr. McSweeney, Roland H. Coffin, of Nantucket, and Miss Elizabeth Crosby, of King's Co., Ireland.

A hearing was held, Friday evening, in the town hall, relative to a petition for permission to lay tracks for an electric railroad. A lively debate was held.

FIFTEEN YEARS AGO.

Repairs are being made to North Water and Pleasant streets.

The Rev. Louise S. Baker passed away in Sconset, Saturday, the 19th ultimo.

Owing to a high gale, Wednesday, steamer Nantucket did not come through at noon.

E. P. F. Gardner qualified as a special police officer, Thursday, before Lauriston Bunker, Esq.

Married, in this town, 23d ult., by the Rev. F. P. S. Lamb, Alfred Elmer Smith and Miss Mertie Marie Harding.

TEN YEARS AGO.

John B. Sherman has purchased the Albert Folger property on the north road.

The old Paddock house in School street is being taken down by C. H. Robinson.

Warren B. Chase had one of his hands badly cut with a chisel, a few days since.

Eugene S. Morris has sold his cottage house and land on Washington street to Frank E. Defriez.

The first cargo of stone for the new church building of St. Paul's Episcopal parish, arrived Tuesday on schooner Gage H. Phillips.

FIVE YEARS AGO.

Married, in Boston, 25th ult., Daniel G. Langlands and Miss Helen Coleman.

The quahaug fishermen have commenced the season's work and a large fleet of catboats is engaged in the industry.

Married, in this town, 24th ult., by the Rev. P. J. Selinger, Miss Beulah Vivian Peavey and William H. Gowell, of Lynn.

Steamer Petrel brought in nearly 300 bonito, Tuesday morning, and an assortment of squeteague, scup, porgies and bluefish.

Cross rip lightship was struck, early Thursday morning, by the barge Weehawken, in tow of tug John S. Chadler. The lightship sustained injury to her starboard quarter.

The Girls As They Were.

Backward, turn backward, O Time in your flight, and give us a maiden dressed proper and right. We are so weary of switches and rats, Billie Burke clusters and peach-basket hats; wads of jute hair in a horrible pile, stacked on their heads to the height of a mile. Something is wrong with the maidens, we fear; give us the girls as they used to appear. Give us the girlies we once knew of yore, whose curls didn't come from a hair-dressing store. Maidens who dressed with a sensible view, and just as Dame Nature intended them to. Give us a girl with a figure her own and fashioned divinely by Nature alone. Feminine style's getting fiercer each year—O, give us the girls as they used to appear.—Sterling (Kan.) Journal.

You should see 'em this year of 1921!!
J. D. R.

Reminiscences

FIFTY YEARS AGO.

John P. Howard, of North Easton, is making efforts to introduce into Nantucket the kind of grape vine which is best adapted to our season.

The pupils of our High School, in response to the call of the government, collected this week, in one afternoon, a large amount of blankets, pillows, drawers and stockings for the army, the value of the contribution being estimated at about \$250.

FORTY-FIVE YEARS AGO.

Fresh cod, caught off Siasconset, were in the market last week.

Married, in this town, 7th inst., Alexander G. Cash and Mrs. Phebe Ann Folger.

Married, in this town, 7th inst., by the Rev. Thomas Dawes, Josiah Macy and Miss Carrie Meader.

Married, in this town, 9th inst., by the Rev. S. D. Hosmer, Allen Smith, Jr., and Miss Eliza B. Pitman.

FORTY YEARS AGO.

Married, in this town, 12th inst., Charles E. Pratt and Miss Mary Clisby.

Married, in this town, 8th inst., by the Rev. George A. Morse, Elisha D. Fisher and Mrs. Harriet B. Hayden.

Married, in Providence, 11th inst., Joseph E. C. Farnham, formerly of Nantucket, and Miss Laura S. Greene.

Henry P. McCleave arrived from California, Thursday, after an absence of twenty-three years.

THIRTY-FIVE YEARS AGO.

Sportsmen are laying for ducks.

Several husking bees have been held this last week.

Yachts Flora Temple and Dawning Light have gone to the Cape for salt.

The Hon. James Easton and wife, Mr. and Mrs. Benjamin C. Easton and Mrs. Catherine Starbuck will sail next Saturday on steamship Parthia for an extended tour of Europe.

THIRTY YEARS AGO.

White frost Wednesday morning.

The cranberry crop is light this year.

Water in the island ponds is lower now than at any time within the last fifteen years.

Miss Phila M. Whipple has been elected third assistant in the Pittsfield High School.

Married, in this town, 12th inst. by the Rev. J. A. Savage, S. T. Davis and Miss Rebecca C. Smith.

TWENTY-FIVE YEARS AGO.

Water is low in all the ponds.

Married, in this town, 3d inst., Henry L. Fisher and Miss Margaret Draper.

The first trial for codfish was made Monday at Sconset, but was unsuccessful.

Mrs. Mary Hussy has sold her house and land on Lyons street to Franklin H. Folger.

John J. Gardner, chief engineer of steamer Island Belle, took an involuntary bath on Monday. He was rescued by parties near at hand.

TWENTY YEARS AGO.

A small stable belonging to Peter Hoy was blown from its blockings during Tuesday's gale.

Married, in this town, 11th inst., by the Rev. Fr. McSweeney, Charles Killeen and Jennie Foster.

Miss Annie Ray, of Fitchburg, a graduate of the Nantucket High School, has entered the State Normal School at Westfield.

James A. Holmes and Manuel Thomas landed fourteen, and Stillman Cash seven, cod, at Sconset, Thursday—the first of the season.

The U. S. lighthouse board, in its recommendations and estimates for the fiscal year, includes an item of \$70,000 for Nantucket new South Shoals lightship.

FIFTEEN YEARS AGO.

Large fares of cod were taken Saturday.

A sharp thunder storm, Wednesday night.

The Pollock Rip lightship is off her station and is anchored in the sound.

Married, in Alleton, 7th inst., Orville Coffin and Miss Gertrude Rosalin Clark.

Rabbits have been a serious annoyance to many farmers this season. John H. Bartlett lost a fine field of beans through their depredations.

TEN YEARS AGO.

Mrs. Jennie M. Wagner has purchased the Charles C. Mooers property at Siasconset.

Married, in Roxbury, 6th inst., Claire Lenore Patterson and Henry Ballou Thompson, Jr.

Heman Eldredge has been elected president of the Odd Fellows' Relief Association of Brockton.

The engagement is announced of Miss Helen W. Parker and Henry K. Willard, both of Washington, D. C.

Married, in Somerville, 9th inst., by the Rev. Thomas S. Sayer, Miss Lillian F. Clisby and Percy A. Bridg-ham.

FIVE YEARS AGO.

Married, in this town, 8th inst., by the Rev. J. E. Johnson, Miss Zetta F. Smith and Maurice W. Boyer.

Schooner Fred Tyler passed through Hell Gate, 7th inst., bound for Nantucket with coal for M. E. Crosby.

Miss Mildred Burgess has been appointed assistant teacher in the primary grade of the Orange street school.

Married, in this town, 10th inst., by the Rev. H. P. Sellinger, Miss Edith Thurston and Arthur G. Merrill, of Lakeport, N. H.

Oscar Folger has purchased of George F. Coffin the property on New street, Siasconset, known as the William R. Easton place, and will move the Little Casino to that site.

Oct. 28, 1911. Reminiscences

FIFTY YEARS AGO.

The Coffin School opens this week, under the superintendence of S. L. Meade, Esq.

Married, in this town, 13th inst., by the Rev. Mr. Bodfish, Curtis Clark and Miss Esther Patterson.

Married, in this town, 29th inst., by William C. Folger, Esq., Prince Gardner and Miss Hepsy C. Fisher.

Married, in this town, 21st inst., by the Rev. Mr. Bodfish, Alexander Folger and Miss Judith C. Barrett.

FORTY-FIVE YEARS AGO.

Married, in New Bedford, 15th inst., Ambrose Hardy and Miss Mary S. Macy.

Married, in Sandwich, 7th inst., William H. Childs and Miss Lizzie B. Denson.

Married, in this town, 14th inst., by the Rev. C. S. Macreading, Albert M. Hussey and Miss Eliza J. Backus.

FORTY YEARS AGO.

The friends of Mr. and Mrs. George R. Folger, to the number of fifty, spent a pleasant evening at their home, Wednesday week, the 25th instant, the occasion being the completion of the first quarter-century of their married life.

Schooner Mary H. Banks, Chase, from Georgetown, D. C., with a load of coal, for Wareham, ran ashore Sunday morning, near Further Creek. She was discovered by Joseph Fisher, at Madaket, who raised a volunteer crew, manning the Mass. Humane Society's life-boat. The crew were rescued at great risk on the part of the life-boat's crew. Those who manned the life-boat and saved the crew are: Joseph Fisher, Henry Coffin, John Appleton, John P. Coffin, Valentine Small, James Dunham, Thomas S. Sandsbury, James Smith. The vessel soon broke up—a total loss.

THIRTY-FIVE YEARS AGO.

Married, in New Haven, Conn., 26th inst., Gertrude Gardner and John O. Heald.

Among the awards given for paintings at the Centennial Exposition was one to Eastman Johnson.

Married, in this town, 24th inst., by the Rev. C. J. K. Jones, Capt. Frank W. Wise, of Boston, and Miss Emma F. Swain.

Bark R. H. Puriton, Crossley, from Boston for Liverpool, sunk near South Shoal lightship, Friday, the captain and crew taking to their boats, reaching the lightship early in the morning. In the afternoon, they landed at Sankaty.

THIRTY YEARS AGO.

Married, in Boston, 18th inst., Lawrence Ayers and Miss Maggie E. Buckley.

George E. Mooers was injured, a few days since, while riding on the train near Weir Junction.

Capt. Frederick S. Raymond arrived Saturday with a large cat-rigged boat, Sea View, thirty four feet over all and 12½ feet beam. Capt. Raymond will re-name her the Annie W.

A vessel ashore on the south side of the island was never floated with less exertion than was the Frank M. Noyes, Thursday morning. Yacht Vesta, Capt. William Jernegan, was sent to the Vineyard with a dispatch for the owner of the vessel.

TWENTY-FIVE YEARS AGO.

Work on the last section of the road to Siasconset is progressing finely.

Married, in Pocomo, 20th inst., by the Rev. G. E. Brightman, William S. Backus and Miss Lucy M. Steingardt.

Mr. and Mrs. J. E. C. Farnham celebrated their fifteenth wedding anniversary in East Providence, Monday evening, the 18th.

Married, in this town, 19th inst., by Andrew M. Myrick, Esq., and the Rev. L. S. Baker, Albert G. Brock and Miss Annie Cartwright.

TWENTY YEARS AGO.

A heavy storm, Friday, kept the steamer at her pier.

At a shooting match of the Cunningham Rifles, at Brockton, last week, Jesse A. Coffin took third prize.

Mr. and Mrs. Francis B. Gardner celebrated their silver wedding anniversary in Brockton, the 16th inst.

Benjamin A. Coffin has received a pension at the rate of \$12 per month, through the office of Allen Coffin, Esq.

The old depot of the N.R.R. Co., at Surfside, and the bath houses at Surfside Hotel were blown down in Friday's gale.

FIFTEEN YEARS AGO.

The official voting list contains 820 names.

Three fishermen landed 740 codfish at Sconset one day this week.

The Nantucket Brass Band has been re-organized, with Edgar F. Whitman, as leader.

George P. Swain, formerly of this town, has been engaged as foreman of the Adams Sutcliffe Company's composing room, Pawtucket, R. I.

Miss Lucie Hamblen has taken charge of the primary class of St. Paul's Sunday School, and will introduce kindergarten methods, which she has been studying the last eighteen months in California.

TEN YEARS AGO.

Mr. and Mrs. William Holland are spending their honeymoon at "The Manor," Siasconset.

Married, in Rockland, Me., 2d inst., Elmer Brann and Miss Florence M. Ewer, of Nantucket.

Married, in this town, 16th inst., by the Rev. J. F. Meyer, Miss Ethel Coffin and Charles Warren Austin.

Arthur Stevens has accepted the position of superintendent of the power department of a large cotton mill in Alabama.

Frederick S. Chadwick, keeper of the almshouse, has tendered his resignation to the selectmen, to take effect November 15.

Schooners Nautilus and Mary Belle have been discharging stone and lumber at Commercial wharf, this week, for the Episcopal church work.

FIVE YEARS AGO.

Saturday last, at mid-day, the mercury stood at 72 degrees in the shade in Nantucket.

George Buckley and William Brownell captured 75 handsome codfish, off Sconset, Tuesday morning.

Schooner May Weaver has been chartered to load coal at Elizabethport for Nantucket, at 75 cents per ton.

G, NOVEMBER 4, 1911

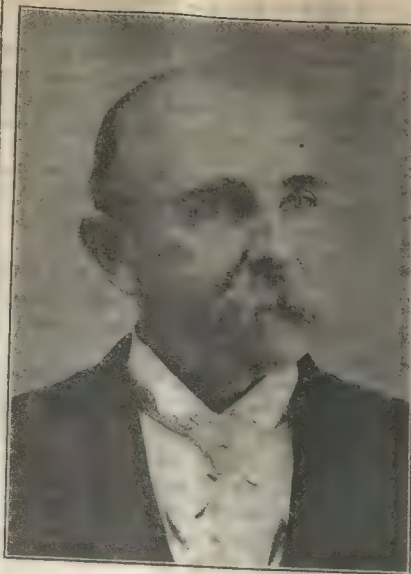
The Battle of Fredericksburg.

Editor of The Inquirer and Mirror:

Continuing my narrative of the experiences of the 20th Massachusetts regiment in the battles of Antietam and Fredericksburg, begun in your last issue, I will now give the details of the latter engagement as I recall them. Following the shelling of the city of Fredericksburg by the Union artillery, events happened thick and fast.

The pontooniers made two or three attempts during the day to finish the pontoon bridge, but the fire from the enemy, composed of Barksdale's Mississippi sharpshooters, was too much for the bridge builders to stand and they again fled to the shore, leaving their dead and wounded as before.

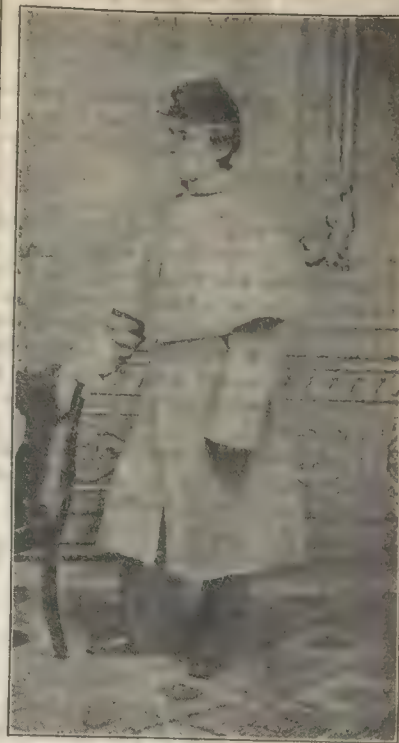
A consultation of officers was held by the leaders, and Burnside decided to call for volunteers to charge across the river in the pontoon boats, and Col. Hall of our brigade offered his troops for the service. We were marched down the bluff to the shore of the river, and six of the pontoon boats were drawn up near the shore



JOSIAH F. MURPHEY.

and at command rally on the center, the 7th Michigan and the 19th Massachusetts rushed to the boats and jumped in, and in the face of a murderous fire, in which a number were killed and wounded, pushed across the river and drove the enemy's sharpshooters from the rifle pits. The boats returned immediately, bringing back their wounded and a number of the enemy as prisoner. Our regiment jumped into the returned boats and pulled across to reinforce our troops, and the pontooniers immediately went to work and finished the floating bridge. In the meantime we lay on the bank of the river (where we landed from the boats) until the bridge was finished, and more troops started to cross the river. Our regiment was ordered to fall in and clear the city of the enemy. We fell in, in two platoons, consisting of four lines of about fifteen men each, which made up our company; the rest of the regiment followed, by the right flank marching four abreast. As soon as we came in sight, over the river bank, the enemy, who were in the houses and behind every nook and corner, poured into our exposed ranks a most terrible fire and our men dropped like leaves in autumn. They had us at a great disadvantage and they knew it, but not a man faltered; we marched straight up the street, firing as we went, but you could not see a rebel to fire at. They kept hidden in the houses and behind the fences and we could only tell where they were by seeing the puff from their rifles, and our captain, H. L. Abbott, told us not to fire until we could see something to fire at.

We had now arrived at a street crossing the one we were on, and as yet I had not fired a shot, being on the left flank and in the fourth line, but as I turned to look down this street, which I afterwards learned was Caroline street, I was struck by a rifle bullet on the side of the face and fell, the regiment passing on and leaving me lying on the ground. Some one told Comrade Pratt, my tent mate, that Murphey had been killed, as they saw him fall; and even the Boston Herald of that date said that I was mortally wounded in the head. All this happened nearly fifty years ago, and though many of the Nantucket



JOSIAH F. MURPHEY.

From a photograph taken in December, 1862.

boys engaged in that battle have passed to the great beyond, I am, by the blessing of God, still on the face of the earth.

When I recovered consciousness, the regiment was about fifty or sixty feet from where I fell. I got up and made my way back across the pontoon bridge to a brick dwelling on a bluff that had been taken for a hospital, owned by a man named Lacy. Here my wound was temporarily dressed and I lay down on the floor, being quite weak from loss of blood. The wounded were constantly arriving through the night, those slightly wounded coming in themselves, while the more severely injured ones were brought in on stretchers. A rebel, wounded in the hip, was brought in and laid on the floor beside me. After a short time he asked me to what regiment I belonged, and I told him the 20th. Mass. "Ah," he said, "I have fought that regiment three times." I asked him how he knew, and he said, "Well, we fought you at Ball's Bluff and beat you." I said, "Yes, but at that time I was not with them. Where next?" and he said, "At Fair Oaks." I said quickly, "Yes, but we beat you there." He answered "Yes, but we will beat you in this battle," and I told him I thought they would. His case was a strange one; he belonged to the 18th Mississippi; he was wounded in the right hip at the battle of Fair Oaks and taken prisoner, was a prisoner about 6 months, and exchanged, and at this battle he was wounded in the left hip and taken prisoner. We had a number of arguments as to which side was right in the war. He was a pleasant, intelligent man and I liked him.

Of the horrors of that first night in the hospital I will not say much; it was too terrible to write about. Suffice it to say that everything was done to make us as comfortable as could be

with the limited means at hand.

Many men were brought in terribly wounded and died in a few minutes, and they were removed to make room for others. The building was filled to its greatest capacity, and many a poor fellow lay on the ground outside all that cold December night, and many died from that exposure.

I did not remain in the hospital very long, as I was selected (on account of being wounded) to take charge of, and bring to Nantucket, the body of Lieut. Leander F. Alley, who was killed in the battle while helping to lead the regiment in an attack on Morye's Heights, just outside the city. Of the journey home and the reception by the loyal citizens of this town I will write later.

After I was wounded the regiment kept on moving up the street, losing heavily in men at every step. In this short fight, lasting only about two hours, our regiment lost ninety-seven men in a space of about fifty yards, our own company losing nearly one-half of these, or about forty men.

I want to add to this one or two incidents that happened during and after the battle. While the regiment was marching up the street from the river, a citizen of the town came out of a house and said he could tell us where the rebels were. He was pressed into service, but had hardly gone ten steps when he was struck by a bullet from his own people and killed and was left on the street where he fell.

During the first night of the battle, Albert C. Parker, a Nantucket boy (aged at that time about 17 years), was brought into the hospital on a stretcher very severely wounded, and suffering intense pain. When he caught sight of me he begged me piteously to end his sufferings. I spoke to him and told him an attendant would soon help him. One appeared in a short time and gave him some medicine that quieted him, and he went to sleep. When he awoke in the morning, his pain had nearly all left him, and I asked him if he wanted me to carry out his wish of the night before. He said, "No, but last night I was suffering so I did not care whether I lived or died." He was discharged for disability some time afterwards, got a position as letter carrier in the Boston postoffice and is there today.

One more incident and I will close this: On the morning of the battle of Fredericksburg, while we were standing in line ready to march to the city, Capt. H. L. Abbott, of our company, asked a corporal if he would volunteer to carry the colors in this battle. He immediately said yes, but as he left us for that position he said, "Good-bye, boys; you will never see me again." We never did see him; he was not killed, but so badly wounded that he never returned. The battle of Fredericksburg cost the union army 12,000 men in killed, wounded and missing. Think of it! About four times as many as there are inhabitants in this town! Nantucket lost in this battle one officer and six men killed and ten men wounded—all from our company.

Now, most of us, comrades, are feeble old men; Our heads growing gray with the fast-fleeting time; But though still in this world our muster roll shortens, Let us hope it grows long in a happier clime.

J. F. Murphey.

Water Front

Thin ice was noticed about the wharves at daylight Sunday.

A solitary female was on the Sankaty's passenger list Thursday afternoon.

Schooner Julia A. Berkele is discharging a cargo of coal at Swain's wharf.

A schooner laden with 2,000 sleepers for the railroad is en route for Nantucket.

H. G. Worth shipped eleven head of cows and two horses to the mainland Wednesday morning.

A shorter gang-way was brought down on Saturday for use on steamer Sankaty, which lies closer to the wharf than either of the other steamers.

Schooner Andrew Nebinger, which finished discharging coal at the Steamboat wharf on Saturday afternoon, was towed out to the bar Sunday morning by steamer Petrel, and sailed for New York.

Sloop Highland Belle is the latest addition to the Nantucket fishing fleet, and she is a substantial looking craft, too. The sloop has been purchased by Thomas Lewis and will be sailed by Capt. Levi Nickerson.

The way steamer Sankaty is handled while docking interests the onlookers, for in moderate weather Captain Merriman is able to turn her about without throwing out a hawser until the boat is ready to back into her berth.

The fishermen landed large fares of cod, Tuesday, compared to what they had been doing the week past. William F. Brownell and Harold Folger captured seventy-five, which were sold on the lower square and found ready purchasers.

The new steamer Sankaty is certainly clipping the minutes off of the running time between Woods Hole and Nantucket, and the past week has frequently been at her dock before 1:30 o'clock, one day whistling as she rounded Brant point at 19 minutes past one. Everybody now has a good word to say for the boat, that feminine chatter of last summer having been forgotten.

Agent Whiton, of the N. B. M. V. & N. Steamboat company, came down Wednesday afternoon, accompanied by Engineer Pearson, one of the New England Navigation Company's wharf experts, for the purpose of making a preliminary survey of the Nantucket wharf property, with the view of rebuilding and re-arranging the pier on quite an extensive scale. Among the other changes and improvements considered was the closing in of the basin west of the freight house, so as to provide larger wharf area.

The old steamer River Queen, which plied for a number of years on the Nantucket route, is to end her days as a coal barge. The River Queen was recently burned while lying at her berth in the Potomac river, but the flames did not destroy the hull, which remains sound and will doubtless give many years' service as a coal barge. Since leaving Nantucket, after making her last trip to the island in 1891, the River Queen has been used as an excursion boat on the Potomac. She is now forty-seven years old.

Whaling brig Daisy sailed from New Bedford, Tuesday afternoon, under command of Captain Edwin Reed, for a cruise in the Atlantic ocean after sperm whales. Captain Reed will first go south of the equator on the South American coast, and will then come up to Dominque in the spring, when the Daisy will be joined by Captain Cleveland, her owner, who will take her for a trip to South Georgia after sea elephants. The last trip of the Daisy to South Georgia was successful, and she about filled with the oil.

James H. Wood, one of the local Grand Army veterans, will write of his experiences at Fort Fisher for publication in The Inquirer and Mirror some time in the near future. We trust other veterans, whose experiences in the Civil War would be interesting reading, will also send us their contributions. Josiah F. Murphey's narrative of the battles of Antietam and Fredericksburg has been appreciated by our readers, judging by the favorable comments which followed last week's installment.

Miss Lydia M. Folger returned Tuesday, after a month's absence.

Reminiscences

FIFTY YEARS AGO.

William Phinney had a husking bee, Tuesday.

Engine Company No. 8 raised a splendid American ensign, Tuesday.

Married, in this town, October 23, by George Cobb, Esq., James Folger and Miss Phebe H. Folger.

Married, October 31, by George Cobb, Esq., William Chasby 2d, to Mrs. Hepsibeth C. Bunker.

FORTY-FIVE YEARS AGO.

There is talk of having a marine railway in operation on the island.

Married, in East Boston, September 25, Benjamin Folsom, Jr., and Miss Eliza B. Macy.

On Tuesday morning, Capt. William C. Hayden and Isaac Bearse, who were fishing off Quidnet, were upset and both drowned. It is supposed that in endeavoring to take in the anchor, the boat was upset.

FORTY YEARS AGO.

Alfred C. Nickerson, of this town, a recent graduate of the Harvard Divinity school, has accepted a call to the Church of the Unity, Neponset, Mass.

Schooner Onward, Gorham, hence for New York, was run into Wednesday evening, October 1, by an unknown schooner, about a mile to the eastward of Little Gull Light. The Onward was struck amidships and sustained considerable damage.

Bark Conquest, Stockholm for Boston, ran on Round Shoal, Thursday, 26th ult., remaining until Saturday, when she got off, leaking 150 strokes an hour. She was spoken by the Verbena, and steamer Island Home went to her assistance on Saturday, but too late to be of any service. She reached Boston on Monday.

THIRTY-FIVE YEARS AGO.

The members of the Surfside life-saving station went on duty Wednesday, November 1st.

Charles A. Burgess and his sons have raised and housed, this season, 1,200 bushels of corn, on the ear.

Married, in this town, 30th ult., by the Rev. N. A. Haskell, Clinton Parker, of Nantucket, and Miss Ida Hardy, of New Bedford.

Capt. Alden H. Adams left here Wednesday for Bass River, on the Cape, where he will take in a cargo of sea clams to be sold here.

A number of friends of Benjamin Sharp assembled at his home, Tuesday evening to celebrate All Hallows Eve—the first time the Eve has ever been commemorated in this place.

THIRTY YEARS AGO.

A cargo of stone for the jetty arrived Thursday.

Capt. George H. Cash brought ashore a monk fish at 'Sconset, Saturday.

The Joseph H. Fisher house, Lyons street, has been sold to Oliver D. Appleton, of Brockton.

Manuel Thomas caught the first cod of the season off 'Sconset, last Thursday, which weighed twelve pounds.

Thomas P. Ray, while carrying shingles into North Hall, Monday, fell on the stairs, one arm being pushed through a pane of glass, cutting his wrist severely.

TWENTY-FIVE YEARS AGO.

Mackerel are plentiful in the outer bay.

Married, in Waltham, 21st inst., Dr. Madison Bunker and Miss Emma Pierce.

A suitable hall for gymnasium purposes is now being sought by those interested.

Richard G. Elkins, of this town, has been admitted a member of the firm of George C. Brooks & Co., bankers and brokers, Boston.

Steamer Island Home grounded on a flat inside the bar, Tuesday, on her return trip, and it was after 6 o'clock when she arrived at her dock.

TWENTY YEARS AGO.

The shore fishing is not yielding large fares.

E. C. Bennett is building a piazza on B. S. Adams' house, Orange street.

W. F. Codd surveyed a piece of ground at 'Sconset, Thursday, for R. B. Coffin, which is to be laid out into house lots.

Reuben H. Folger shot a wild goose at Tom Nevers a few days since, and on Monday Eugene Morris captured four black ducks.

FIFTEEN YEARS AGO.

Work of grading the state road was begun Monday.

Lincoln Burgess is having his house painted by Lefford & Tobey.

The annual reunion of the Sons and Daughters of Nantucket will be held in Boston, November 20, at Hotel Brunswick.

Arthur Stevens has passed the mental and physical examinations for the nautical training ship Enterprize, and has begun his studies on board.

TEN YEARS AGO.

Edward S. Fisher, N. H. S. '01, has accepted a position in Wing's Store, New Bedford.

Married, in West Somerville, 16th inst., Herbert Whitman Easton and Miss Vivian Lynell Stevens.

Married, in this town, October 30, by the Rev. J. O. Rutter, Royal Crosby Appleton and Miss Leila Hussey Macy.

Benjamin F. Worth has been appointed keeper of the almshouse, in place of Frederick S. Chadwick, resigned.

Miss Cora Stevens entertained a number of young friends on Tuesday, the 29th ult., the occasion being her thirteenth birthday anniversary.

FIVE YEARS AGO.

The island's codfishing fleet this season is larger than ever before.

Married, in East Andover, N. H., 3d inst., John D. Danforth and Mrs. Lizzie Topham Long.

Donald C. Gray has passed the necessary examinations and received a certificate of registration in pharmacy.

Anthony W. Ayers, agent, has sold the Dudley house on Orange street to Miss Lelia I. Laughlin, of Allegheny, Pa.

George Bartlett has gone to Boston to take up a course of commercial study in one of the business colleges of that city.

, NOVEMBER 18, 1911

The Battle of Fort Fisher.

Editor of The Inquirer and Mirror:

I am only too glad to add my contribution to those of Comrades Platt and Murphey and give your readers some of my Civil War experiences. As there are many to write of the army, I will tell of my experiences in the navy in the battle of Fort Fisher. When I was transferred from land service, I was placed on board the frigate Minnesota, a vessel 327 feet long, and one of the largest of the "wooden fleet." She carried forty-four guns.

The battle of Fort Fisher was fought in December, 1864. The fleet left Hampton Roads about 10 a. m. on the 13th. It consisted of forty-five vessels—frigates, sloops-of-war and gunboats—three monitors, together with the new "ironclads." The fleet was in charge of Admiral Porter and the Marlboro was the flag-ship. General Butler was in charge of the land force, and his plans were to destroy the fort by the explosion of 250 tons of powder,

which was aboard the Louisiana, it being his wish to turn the fort over to the government as a Christmas present. His scheme was a failure, for the explosion did not occur, and a hard fight followed.

At this time Fort Fisher extended across the peninsula 682 yards—a continuous work, mounting 20 guns and having two mortars and four pieces of light artillery. It had a sea face 1,889 yards in length, consisting of batteries connected by a heavy curtain and ending in a mound battery 60 feet



JAMES H. WOOD, SR.

high, mounting in all 20 heavy guns, including a 170-pound Blakely rifle gun and a 130-pound Armstrong rifle. At the extreme end of the point, at the entrance to Cape Fear river, was located Battery Buchanan, a naval command with four heavy guns.

The attack was made by the fleet on the 24th—the day before Christmas—troops being landed from the transports. Later General Butler concluded that it meant a great slaughter of lives and thought it best to abandon the undertaking, so his troops were taken aboard the transports again and for two days the fleet kept up a terrific bombardment on the fort.

Before the attack commenced all hands were called to quarters, and I never shall forget the way that Ensign Birtwhistle (who had charge of the



JAMES H. WOOD

As he appeared in the war. From an old tintype.

forward pivot 200-pound rifle, to which I belonged) talked to his division just before we opened fire. It was a fierce fight, with shot and shell flying all about us, and the rigging, spars and bulwarks were torn and splintered by the fire from the fort. I recall seeing a solid shot lodge in one of our launches on deck. Commodore Landman sent a boy for it, saying he wished to keep it as a souvenir of Christmas.

At 5.30 in the afternoon, our fleet withdrew its bombardment for the night, and started in again early on Christmas morning. The fleet was then reinforced by one monitor and several wooden ships, commencing an incessant fire on the fort—more furious than that of the day before. Admiral Porter reported the rate of firing at 130 shot and shell per minute, the fleet receiving more damage from the mound battery than from the fort, owing to its higher elevation.

So ended the first attack on the fort, the fleet then going to Beaufort—the largest ships laying outside awaiting orders, where we rode out the heaviest gale I ever experienced. While we lay there we caught a good supply of sea bass. We lay at Beaufort until the fleet advanced to the second attack.

January 12th saw the second attempt at bombardment, with the fleet under the same command and the land force under General Terry. The fleet advanced up the coast, shelling the woods as it went. General Terry had 8,500 soldiers under him, which were landed, taking to the woods for shelter. Plans were then made for a detail of sailors and mariners to charge the fort in front, while General Terry, with his troops, attacked on the river side. This plan was carried out successfully, but with great loss of life.

Imagine, if you can, 2,000 men landing at Brant point, charging up the beach toward the Cliff, against 20 heavy guns and 2,000 men behind them with blazing rifles. These were the conditions that 2,000 sailors and marines had to face at the taking of Fort Fisher! I was one to be detailed from the Minnesota, having been transferred from the army to the navy.

During the next two days, January 13 and 14, was the bombardment kept up, the fort in the meantime receiving reinforcements. In these two days over 200 men lost their lives in the fort and many more were wounded, while the fort itself was pretty well demolished. Our loss was very slight, mostly from splinters.

On the morning of the 14th, General Terry had possession of Craig's Landing, about a mile from the fort. In the afternoon, the steam transport Isaac Wells, loaded with stores for the fort, approached, and she was fired upon to warn her off, but she continued her course to the landing and was captured.

At 9.15 the next day, the Minnesota alone was signalled to proceed and take position. This time we were within 1,400 yards of the enemy—so close that we could see the men at work preparing to give us the beat that was left behind their demolished breastworks. At 10 o'clock orders were given to prepare to land. At this time many personal matters were attended to, among them exchange of home addresses, to be used by our comrades if we failed to survive the conflict. I recall a mess-mate with whom I exchanged addresses, who was killed in the charge, and whose mother I saw later in Philadelphia. We left the ship at 11 o'clock, the officers and crew remaining on board giving us three rousing cheers.

The whole fleet now opened fire on the enemy's works; pieces of shell, tin, straps and sabots from our vessels, together with shot from shore batter-

ies, came sparkling and whistling among our boats. Fortunately, we all landed safely, and with dry ammunition.

The men who had been transferred to our ship from the army were given Sharp's rifles, while the older members of the crew were armed with cutlasses and revolvers. There were more than 2,000 men landed from all the ships—400 marines and officers and over 1,600 sailors.

We landed about two miles above the fort, formed into companies in line along the beach, when we were divided into three divisions, each to be under the senior officer of the ship divisions, the marines to be under their senior shore officer. We were put to work at once, digging breastworks, as Colonel Lamb considered that we would be the main attacking division. Throwing up breastworks, we advanced slowly, under a terrific fire from the fort, and losing heavily, finally making our most desperate charge. All one could see was men falling on every side. A few of us were fortunate enough to be under the protection of the palisade. It has always seemed to me nothing short of miraculous that so many of us got through without loss of life or severe wounds, as it was a continuous fire of musketry, grape and canister.

At this time General Terry was making his attack on the river side—a decided surprise to the rebels. As soon as they discovered our troops on the river side, they left us and gave their whole attention to Terry and his forces. After hours of hard fighting, the fort surrendered—at 9 p. m. During this last attack the loss was heavy on both sides.

General Lee had sent orders to General Lamb to hold Fort Fisher at all hazards, for the fall of that fort would mean the fall of Richmond. But the fort gave out and very soon Richmond stood in line of surrender.

The next morning one of the main magazines exploded, killing and burying alive a number of our men.

As nearly as I can remember, there were three Nantucket men besides myself who took part in this siege of Fort Fisher—the late Capt. Edward B. Hussey, attached to the Osceola; the late Daniel Brayton, master sailmaker on the Brooklyn; and the late Daniel W. Folger, ship-mate with me on the Minnesota.

After this engagement, I was transferred to gunboat Saccæus, going into the Cape Fear River, where we fought our way up toward Wilmington.

If some of my comrades can be prevailed upon to write of some of their experiences in the war, perhaps, at some future time, I will give an account of the engagements up the Cape Fear River.

James H. Wood, Sr.
Nantucket, Nov. 14, 1911.

The Old Whaleship Globe.

In connection with the news item sent broadcast from San Francisco last week, telling of the discovery of the bones of an old whaleship in that city, Edwin Tyler, an old deep water sailor of South Boston, who years ago made many a whaling voyage, thinks he can satisfactorily explain the presence of the old hulk there. He says it is the bones of the old Nantucket whaleship

Globe, which was the scene of "the Globe mutiny" in 1823—the details of which tragedy some years ago appeared in book form.

According to the "List of Nantucket Whalers," the Globe sailed from Nantucket on December 20, 1822, under command of Capt. Thomas Worth. She returned November 14, 1824, with 273 barrels of sperm oil. Four of the crew, headed by Samuel Comstock, mutinied on the night of January 25th, 1823, and murdered Capt. Worth, Mr. Beetle, Mr. Lumbert and Mr. Fisher, and carried the ship to one of the Mulgrave Islands, with the intention of destroying her, and after taking out most of the provisions, sails, etc., they quarrelled and shot Samuel Comstock, having previously hanged one of the mutineers. Samuel Comstock's brother George, a boy 17 years old, assisted by Gilbert Smith (one of the boat-steerers) and five of the crew, made their escape with the ship and arrived safely at Valparaiso. Commodore Hall, in command of U. S. ships in the Pacific, sent the schooner Dolphin, Lieut. Percival, to the Mulgrave Islands after the survivors—Silas Payne and John Oliver, mutineers; and Thomas Lilliston, Cyrus M. Hussey, Roland Coffin, Columbus Worth, William Lay, Roland Jones and a native of the Sandwich Islands.

Lieut. Percival found Cyrus M. Hussey and William Lay the only survivors, the others having been killed by the natives. Hussey and Lay arrived home safely, and Lay published a narrative of the mutiny.

Mr. Tyler's explanation regarding the wreck of the ship found at San Francisco, and the reasons for his maintaining that it is that of the Globe, is as follows:

He says he ran away to go to sea when he was 12 years old, and as apprentice boy, as ordinary seaman and as able seaman and whaler he has been in every country in the world whose shores are washed by salt water. He first visited the port of San Francisco when the gold rush in '49 began.

In 1850 Tyler and John Simpson, since dead, were employed aboard the old whaling ship Globe, which at that time was moored off Front street, San Francisco, and was used as a storage warehouse. The Globe had served her time as a whaler, and in 1849, when the rush to the gold fields began she was fitted out to carry treasure seekers from New York to the Pacific coast. When the Globe reached San Francisco there was a great demand for storage warehouses, and few such buildings had been erected, so the Globe and two or three other ships which had seen their best days, were dismantled and moored at the wharves, where they were used for storage. Mr. Tyler and his old partner, John Simpson were engaged as ship-keepers.

The Globe had obtained an evil reputation among sailormen because her decks had been the scene of mutiny in the South Pacific, and so, after being used for a time as a storage ship, the craft was sold to be put to the novel use of being sunk in place of piling, which was costly and hard to get, for the purpose of extending the harbor front.

Mr. Tyler says that under the orders of the owners of the Globe he and Simpson warped the vessel as close in to the shore line as possible at high

water and there scuttled her, and he has no doubt it was the buried ship which was discovered in San Francisco last week. The spot where the Globe was sunk is several blocks back from the water front today.

Mr. Tyler stated that the vessel was sunk directly opposite the two one-story and a half hard pine structures where the vigilants, who were then cleaning up San Francisco, held their meetings. It was there the vigilants decided the fate of lawless men they rounded up, and it was from a hoisting beam on the upper floor, looking out over the storeship Globe that they hanged them.

Mr. Tyler witnessed a number of executions while he was ship-keeper, and on one occasion he helped man the rope by which a desperado named Jenkins was hung by order of the vigilantes. The execution of Jenkins was ordered to take place on the Liberty pole, but a protest against desecrating the pole was made and Jenkins was hanged in the plaza. He was an escaped convict from New South Wales and had been detected robbing a business place in San Francisco.

A Little Cyclone at Tuckernuck.

The atmospheric disturbance of Sunday night was severe while it lasted. Sharp flashes of lightning continued at intervals until after midnight, with one or two heavy claps of thunder. The rainfall was also heavy and was accompanied by a 48-mile breeze, with an extreme of 55 miles, according to the data at the Weather Bureau.

At Tuckernuck the disturbance took on the semblance of a miniature cyclone, for it swept a path across the island about 100 feet wide, doing considerable damage. A piazza roof was torn off, strips of fencing were ripped up, a small building was turned completely over twice, and numerous other freaks resulted there. The violence of the storm was felt principally in this narrow path across the island, although other places there reported the disturbance quite severe. The damage, however, was confined to a limited area.

FIFTY YEARS AGO.

Married, in this town, 12th inst., by William Cobb, Esq., William Owen and Miss Julia Linnett.

Schooner Susan, which was wrecked last week at Tarpaulin Cove, has been pulled off and arrived at this port.

A portion of a wreck of a large vessel, nearly new, came ashore a few days ago on the south side of the island.

FORTY-FIVE YEARS AGO.

Married, in this town, 13th inst., by the Rev. C. S. Macreading, Benjamin F. Gibbs and Miss Mary C. Fish.

Married, in Wilmington, N. C., 29th ult., Leucien Dolze and Miss Anna Stevens, daughter of John C. Wood, formerly of Nantucket.

A town meeting held on Wednesday afternoon, it was voted to remove the fixtures from the lower room in the High School building, to the West school house, establishing the Grammar school in that building, and to remove the fixtures from the West (upper room), heretofore known as the Town Hall, to the lower apartment in

the High School; this new room to be prepared for a Town and County House at an expense not to exceed \$250.

FORTY YEARS AGO.

The number of codfish caught off Siasconset in six days, last week, was 9,129.

A severe storm, Wednesday, the tide rising so as to submerge the lower part of the wharves.

Married, in Butler County, Nebraska, November 1, Roland James and Miss Mattie W. Morgan, of Nantucket.

The freight bill for the tea destroyed in Boston harbor, in December, 1773, was paid, a few days ago, by the East India Company, of London, to whom it belonged. The money went to a Nantucket family.

THIRTY-FIVE YEARS AGO.

Arthur Fisher has shipped as second officer of ship Haze, bound for Yokohama.

Married, in Nantucket, 13th inst., by the Rev. N. A. Haskell, George L. Carlisle, of New York, and Miss Mary S. Coffin.

Mr. and Mrs. Asa C. Jones celebrated their twenty-fifth wedding anniversary, Thursday evening, the 16th, entertaining friends.

Friends and relatives of Capt. John Ray, of the sloop Tawtemeo, gathered at his home on Fair street, Tuesday evening, 14th inst., to join in celebrating his sixtieth birthday anniversary.

THIRTY YEARS AGO.

The River Queen has gone into winter quarters.

The first snow of the season, Wednesday, the 23d.

Married, in Oakland, Cal., October 20, J. K. Barton and Mrs. Emma F. Swain, formerly of Nantucket.

The Christopher Starbuck homestead, Ash lane, was sold at auction, Monday, to Dr. F. A. Ellis, for \$550.

Eastman Johnson has purchased of Josiah Gardner a tract of sixteen acres of land near the Reed pond, for \$600.

TWENTY-FIVE YEARS AGO.

Candy frolics are in order.

Albert S. Mowry is building a large henery at his place at Hither Creek.

Several flocks of wild geese have passed over the island this week, southward bound.

The Chapel house in Quidnet is being fitted up in first-class shape by James H. Gibbs.

One thousand eight hundred and sixty-seven mackerel were recently taken by one of our small boats.

A heavy granite curbing is being laid at the edge of the sidewalk on North street in front of the lot of R. Gardner Chase.

TWENTY YEARS AGO.

The mercury reached 28 degrees Wednesday.

An original widow's pension has been granted Mrs. Susan A. Lovell.

The roofs of the Summer street Baptist church are being newly shingled.

Mr. and Mrs. S. B. Gardner celebrated their golden wedding anniversary in Cambridgeport, Wednesday, the 18th.

Three young daughters of Mr. and Mrs. W. H. H. Smith celebrated their birthday anniversaries (all of which occur this month) by a gathering of young friends, Thursday evening.

FIFTEEN YEARS AGO.

The first snow of the season fell on Saturday, the 14th.

Calvert Handy is to keep the Central House open during the winter.

The Rev. J. R. Patteson has accepted the charge of the Baptist Mission interests in Malden.

Mrs. Love Parker celebrated her 96th birthday anniversary at her home on Pearl street, recently.

The three-masted schooner B. L. Sherman went ashore on Hawes shoal, Muskeget channel, Saturday night. She was floated Sunday by tug Mercury.

TEN YEARS AGO.

Seth P. Ewer has moved with his family to Springfield, Mass.

Miss Gertrude M. King has purchased two houselots at Monomoy.

Robert K. Dunham bagged three of a flock of six wild geese, Friday morning.

Married, in Edgartown, 7th inst., John D. Donnelly and Miss Rebecca G. Hamblen.

Mr. and Mrs. Asa C. Jones celebrated their golden wedding anniversary on Saturday, the 16th.

Married, in this town, 14th inst., by the Rev. J. F. Meyer, Miss Mary Emma Hatch and Willis P. Tobie.

FIVE YEARS AGO.

Work on the bog of the Burgess Cranberry Company is progressing most satisfactorily.

At the senior class meeting at Smith College, Wednesday, Miss Marion Savage was elected ivy orator.

Steamer Nantucket is running on the Vineyard route while the Uncatena is being prepared for winter service.

William D. Clark, the venerable town crier, celebrated his sixtieth birthday anniversary on Saturday, the 17th.

Codfish are abundant in Nantucket harbor this season—something that has not occurred before for many decades.

Steamer Sankaty had a rough experience Monday morning. The rough weather which had prevailed during the night, with thunder, lightning, rain, hail, snow, high wind, and other disturbances, brought a very heavy sea in the sound, and after making her way nearly to the lightship, Captain Merriman deemed it imprudent to continue and brought the boat back to port. Passengers on the Sankaty spoke highly of her performance in rough water, claiming that she rides the seas easily and is proving herself an able boat.

Engi-

Nov. 25, 1911.



MARRIED SIXTY YEARS.

Mr. and Mrs. Asa C. Jones Observe Their Sixtieth Anniversary at Their Home on Orange Street, Thursday, November 16.

Sixty years ago this week there appeared in the Nantucket Inquirer the following brief marriage announcement:

this town, on Sunday evening, November 16, Rev. Mr. Husted, Mr. Asa C. Jones to Susan P. Jones, both of this town.

At their home on Orange street, Thursday, Mr. and Mrs. Jones quietly observed the sixtieth anniversary of their wedding, with only their immediate family gathered about them. It has been his custom for many years, Mr. Jones plied his usual vocation during the day and "tapped" shoes, he being in the full enjoyment of mental and physical vigor despite the increasing years. It was an anniversary which few couples are privileged to celebrate, for, although many are they do not round out a half century of life together, few reach the sixtieth milestone, especially in such good health and spirits as are Mr. and Mrs. Jones today, and the approaching Thanksgiving season will find their cup of thankfulness full indeed.

Even the younger generation can all when Mr. Jones kept his little shoe shop on the south side of Main street—indeed, the present Union shoe is an off-spring from "Asa's," when Mr. Jones decided to remove

his business to the little shop adjoining his home, some seven years ago, the habitues of the little narrow shop on Main street, who for years had enjoyed the privileges of "Asa's" as a loafing place, were obliged to seek another spot where they might gather to discuss important matters, deliberately weigh town, state and national questions, and, incidentally, indulge in the quieting game of checkers, while the smoke was so thick that one could almost cut it with a knife.

Although "Asa's" passed out of existence in the autumn of 1904, and with it its numerous titles of "The Brig," "The Shoe and Leather Exchange," etc., Mr. Jones still continues to ply his trade, and few are there on Nantucket whose soles have not been tapped by him at some time or other. Year after year he has pegged away at the bench, and now, at the age of eighty-two, with sixty years of married life on his shoulders, he is still on the job.

Mr. and Mrs. Jones have four sons, namely—John C. Jones of Nantucket, Frank M. Jones of Stoughton, Herbert Jones of Brockton, and Arthur W. Jones of Nantucket. They are also blessed with eight grandchildren and one great-grandchild.

Dr. Richmond Writes From Japan.

We received the following very interesting letter this week from Dr. George D. Richmond, an "adopted Nantucketer" now residing in the far East, who still keeps in touch with the island and its people, although living in distant climes. The Doctor's many Nantucket friends will enjoy reading his letter, which, although written in Japan, teems with the Nantucket spirit throughout. It is dated at Yokohama, October 28th—just four weeks ago—and reads:

"Your letter of July has been waiting its turn to be answered. It came to me while in the mountains of central Japan, where, for the summers of the past two years, I have been so fortunate as to have escaped the heat of the Ports.

Doubtless you have read of the volcanic activities of certain mountains in Japan during the past few months. There have been some deaths and disasters, and the eruption of Asama Yama in August was one that carried destruction and suffering with it. This active volcano is eight miles distant from the little mountain town of Karuizawa, where I have sojourned in the hot months, and is at the present time one of the most active in Japan.

During the past summer, on any clear day, smoke might have been seen issuing from the crater, while at night the glow of the internal fires from the mountain's depths colored the smoke and vapors in all the known reds. Not infrequently, the roars of escaping steam would come to the valley of Karuizawa, on the night breezes, to fill the timid with fear, if not awe.

These mountains of central Japan are marvelous in beauty of form and color and are termed the Japanese Alps. They are but a small portion of the beauties of this lovely land of Nippon, however, for on every side there is an everchanging interest for him who will permit himself to see.

In September, in Yokohama, your latest booklets advertising Nantucket, together with several "Mirrors," were waiting to greet me. They went with me to Korea and never returned. There in the "Land of the Morning Calm," in Seoul, were left two booklets and four "Mirrors," one booklet and two papers with the U. S. Consulate-General, and one booklet and two papers in "Sontag's Hotel." Our Consul-General, George Seidmore, told me that he had read every word in the paper, including the "ads," and that he felt on friendly terms with each person mentioned.

The voyage from Yokohama to Fusan, which is the southern port of Korea, is, for about half its distance, through that almost enclosed lane of water known as the Inland Sea of Japan. It is through this beautiful sea of islands that one of Nantucket's devoted sons, Capt. Richard Swain, sails twice a month on his regular voyages to and from Yokohama and Shanghai, stopping at Kobe and Nagasaki. The Captain's steamer is a

FORTY YEARS AGO.

Married, in this town, 22d inst., by the Rev. G. A. Morse, Francis H. Brown and Miss Amelia F. Coleman.

Schooner Onward took the place of the steamer on the Hyannis route, Monday, owing to illness of the steamer's engineer.

A double wedding ceremony was performed in Fairhaven, November 6, by the Rev. A. S. Walker, assisted by the Rev. E. C. Butler, the contracting parties being William H. Lallet and Miss Adaline L. Merrihew and Sidney Chase and Miss Ella M. Merrihew.

THIRTY-FIVE YEARS AGO.

Large quantities of apples are being brought to the island.

Married, in New York, 16th inst., Alfred S. Barney and Miss Minnie E. Wilson.

Recent early rains have necessitated the raising of the crossing opposite the postoffice.

The Baptist Aid Society gave a floral concert in the Summer street church, Friday evening.

Extremely high tides have prevailed this week, the wharves in several places being submerged.

THIRTY YEARS AGO.

The River Queen has gone into winter quarters.

A high surf raged on the south side of the island, Friday.

A school of whales were spouting off Sconset, Sunday.

Miss Marion Chase, Miss Edith Gardner, Miss Hattie Andrews, Miss Lillie Barnard and Miss Anne Ring, graduates of this year's class of the local High school, re-entered Monday to take the post-graduate course.

On Monday, at 11.30, the British brig Bonnie Leslie, Captain James Hawes, from Prince Edwards Island for New York, with 7,300 bushels potatoes, struck on Great Rip, about twelve miles ESE from Sankaty. Fishing smack Juliet went to her assistance, taking the crew off, and bringing them to this port.

TWENTY-FIVE YEARS AGO.

The first snow of the season, Thursday.

The codfishing season has ended at Sconset.

The precipitation of rain, Tuesday, was seven-eighths of an inch.

Married, in Newport, Nov. 24, Herbert S. Sweet and Miss Lillie Coffin.

A heavy granite curbing has been laid at the edge of the sidewalk on North street, in front of the lot of R. Gardner Chase.

TWENTY YEARS AGO.

The North Congregational church is to have a new ceiling.

Arthur Barrett is having a house built on Hussey street.

Dr. J. S. Grouard, a graduate of Harvard Medical School, has opened an office here.

Charles H. Robinson is erecting a cottage house on York street for Arthur Williams.

The street railway company is putting the section of North street, occupied by their tracks, in excellent repair.

FIFTEEN YEARS AGO.

Parties interested are purposing to re-build the western cycle path.

The Surfside Hotel was sold at auction, Monday, for \$650, to Mrs. Mary McCue, of Boston.

Married, in East Falmouth, November 19, Edward C. Blossom and Ida M. Fisher.

L. F. Buchanan has sold his interest in Monomoy property to James H. Gibbs and Josiah Folger.

Reb Smith, daughter of Mr. and Mrs. W. H. H. Smith, entertained young friends on Friday week, it being her birthday anniversary.

TEN YEARS AGO.

The extreme wind velocity on Sunday last was 90 miles.

Holmes, McCleave & Son cut ice at Hummock pond, Thursday.

Franklin Folger shot a 7-pound goose near Miacomet pond, Saturday.

Married, in New York, 26th inst., Howard D. Hodge and Miss Elvira Welle.

George C. Rule will resume the position of assistant cashier of the Pacific National Bank next month.

William Barnes, Jr., of Albany, has purchased the property on Orange street known as the Sherburne House; also the adjoining property on Union street, comprising two dwelling houses and land.

FIVE YEARS AGO.

Wild geese have been noticed in Gibbs pond, this week.

A vessel is at Calais, Maine, loading a cargo of lumber for W. T. Swain.

Captain Doane, formerly master of Nantucket South Shoals lightship, has been placed in command of relief vessel No. 78.

Frederick W. Marvin has contracted to do the carpentry work on the Hunnewell residence, Orange street. The plumbing is to be done by John K. Ayers, and Augustus C. Lake will wire the house for electric lighting.

Reminiscences

FIFTY YEARS AGO.

Sloop Charles Everson, Marston, Lotuit, was in port Thursday.

Married, in this town, 21st inst., by the Rev. Mr. White, George Cobb, Esq., and Mrs. Nancy W. Doane.

Married, in this town, 20th inst., by the Rev. Mr. Bodfish, Robert C. Hussey and Miss Mary Abby Gardner.

FORTY-FIVE YEARS AGO.

Married, in Martinez, Cal., October 16, Hezakiah Coffin and Miss Mary E. Fisher.

Married in North Bridgewater, October 17th, Francis R. Gardner and Miss Emma B. Davis.

At 5.30 a. m., Sunday, a schooner came in contact with the Cross Rip lightship, carrying away her bowsprit, starting the starboard cathead and doing some other damage.

Suggestions For Serving Fish.

Clams With Cream.—Chop moderately fine fifty small clams. Season with salt and pepper and put into a stew-pan a piece of butter the size of an egg. When bubbling sprinkle in one teaspoonful of flour and cook a few minutes and stir in gradually the clam liquor (previously strained), then the clams and stew about four minutes. Add one cupful of boiling cream and serve immediately.

Baked Fish.—To bake fresh fish clean thoroughly and let lie in salted cold water half an hour. Take it out and dry with a towel. Butter a dripping pan, lay the fish in, sprinkle salt and pepper inside, also a teaspoon of stale breadcrumbs, with butter the size of an egg. Put bits of butter and crumbs on outside of dish. Pour one pint of boiling water in pan around fish and bake half an hour.

Creamed Mackerel.—Hash a salt mackerel and soak twenty-four hours in cold water. To one mackerel add one-half pint of milk. Put into a moderate oven and bake one hour. Before the fish is done drop bits of butter upon it.

Dec. 2. 1911.

Reminiscences

FIFTY YEARS AGO.

Married, in this town, Dec. 4, by the Rev. Mr. Bodfish, Frederick U. Lovell and Miss Susan A. Coleman.

The brig May Queen, Capt. Giles, of Portland, with a cargo of molasses, sugar and honey, came ashore on the south side of the island about 2 o'clock in the morning, Monday. The crew were saved, but the vessel is a total wreck.

FORTY-FIVE YEARS AGO.

Married, in New York, Nov. 22, Adam Bogert, Jr., and Miss Helen Louise Gardner.

Married, in this town, November 29, by William Cobb, Esq., Henry C. Winslow and Miss Carrie A. Briggs.

Married, in this town, Nov. 30, by the Rev. S. D. Hosmer, William A. Mitchell and Miss Mary Abby Coffin.

David J. Starbuck has been appointed messenger of the Merchants' Union Express Company, over the Chicago, Rock Island & Pacific R. R.

FORTY YEARS AGO.

Married, in South Boston, Nov. 29, John M. Pinkham and Mary Porter.

Mr. and Mrs. Asa Rawson celebrated their golden wedding anniversary on Wednesday evening, November 29.

Schooner Abby Bradford, 110 tons, without the whaling portion of her inventory, was sold at auction, Wednesday, by A. M. Myrick, to Arvin Baker, for \$4,150.

THIRTY-FIVE YEARS AGO.

During the recent northeast gale, the Sconset beach was cut away some twenty-five feet.

Married, in Charlestown, 28th ult., Melvin S. Washburn, of Kingston, and Miss Florence Brown, of Nantucket.

Married, in New York, November 16, by the Rev. Dr. Stephen H. Tyng, Jr., R. H. Macy and Miss Florence Macy.

Married, in this town, November 30, by the Rev. C. J. K. Jones, Arthur Vincent, of San Francisco, and Miss Winnie, daughter of Capt. Nathaniel Cary, of Nantucket.

THIRTY YEARS AGO.

Married, in Rockland, November 23, Edward I. Brown and Miss Alice Gertrude Baker.

Married, in this town, December 2, by William C. Folger, Esq., Capt. Nathan E. Fitch and Miss Eliza Jane Gray.

F. J. Crosby has opened a branch grocery at his old stand, 51 Orange street, and has placed it in charge of Ezra W. Lewis.

Jesse Coffin fell from a wagon, Wednesday afternoon, breaking one of his arms. Surgical aid was rendered by Dr. J. B. King.

Dr. Arthur Elwell Jenks delivered an address before the Citizens' Temperance Party of New Bedford, in the City Hall, Sunday evening, on "After the Fire—What?"

TWENTY-FIVE YEARS AGO.

New government telephones have arrived and have been put in position at Surfside and Sankaty.

Married, in this town, 28th ult., by the Rev. George E. Brightman, Stephen Hussey and Miss Nellie Harps.

John Norcross has sold to W. Mills, of Detroit, the property on Milk street known as the Charles Hathaway estate.

TWENTY YEARS AGO.

Wallace E. Hayden has entered Phillips Exeter Academy, Exeter, N. H.

The sum of \$70,000, for a new ship to take the place of the lightship on South Shoal, is recommended by the lighthouse board.

Steamer River Queen has been put in thorough repair, in order to be able to take the place of steamers Marthas Vineyard or Nantucket, in case of mishap to either.

FIFTEEN YEARS AGO.

Miss Ella F. Young tripped and fell, Friday, dislocating her shoulder.

Married, in Westbury, R. I., 20th ult., Miss Elizabeth H. Ewen and Eugene Hussey.

Married, in this town, 22d ult., by the Rev. O. M. Martin, Arthur C. Eldredge and Miss Susie A. Parker.

Married, in this town, November 1, by the Rev. J. Cullen Ayer, Miss Annie M. Harris and Charles F. Starbuck.

TEN YEARS AGO.

Two inches of snow fell during Friday night.

Married, in this town, 27th ult., by the Rev. J. F. Meyer, Arthur J. Barrett and Miss Florence M. Snell.

Mr. and Mrs. Eugene S. Morris held a house warming, Saturday evening, at their new cottage home on Easton street.

Among the estimates of appropriations for the coming fiscal year, submitted to Congress, Monday, by the secretary of the treasury, for river and harbor improvements, Nantucket is down for \$115,000.

FIVE YEARS AGO.

Mr. and Mrs. Lester Hull returned Monday from their wedding trip.

Mrs. Roland Gardner has sold her house and land at Quidnet to Arthur H. Gardner.

Joseph E. Bennett has accepted a position as chief engineer in the Packard shoe factory in Brockton.

The Sons and Daughters of Nantucket held their thirteenth annual reunion at Hotel Vendome, Boston, on Friday the 23d ult.

New arrangements have been made by the school board, whereby in the future the school year will be divided into three terms, instead of four heretofore.

Water Front

Schooner Julia A. Berkele has discharged coal at Swain's wharf this week for the Cash Coal Company.

Israel Morey took an involuntary bath from the wharf the other day, and found the water a trifle moist and just a bit cool.

The largest fares of fish landed at Sconset for several years were brought ashore by the dory fishermen on Monday, the total catch for the day being over one thousand cod and haddock.

The five-masted schooner Samuel J. Goucher, which was driven ashore on Duck Island ledge, Isles of Shoals, has been sold at auction. The cargo, which originally consisted of 4,000 tons of bituminous coal, was also sold.

Captain Crowell, of the steamer H. M. Whitney, from New York, reports that the combination gas and bell buoy at Pollock Rip has dragged from its position and now lies three miles west by south from Handkerchief Shoal lightship.

It is doubtful if there have ever before been three passenger steamers tied up at the Nantucket wharf at one time—yet last night there were to be the Marthas Vineyard, the Sankaty and the Nantucket, all at the dock at the same time.

It looks as though the New York wholesale fish dealers were more than desirous of handling Nantucket's scallop shipments, for three of them have sent men to the island this season to endeavor to secure shipments from the island fishermen.

Nantucket sound Great Round shoal channel entrance gas and whistling buoy, PS, heretofore reported missing, was replaced by a Pintach B111 gas buoy with the same characteristic of light, November 23. The combination gas and whistling buoy will be replaced as soon as practicable.

The Scott Wrecking Co. has given up all efforts to float schooner Abbie & Eva Hooper, which stranded on the east side of Vineyard Haven harbor several weeks ago. Her cargo of coal, which is being pumped out, has been sold to local dealers. A survey held on the 25th recommended that the vessel be stripped and sold at auction.

Steamer Sankaty delayed her departure last Saturday morning until 10 o'clock, when the gale abated sufficiently for her to make a comfortable trip across the sound. She reached Nantucket on the return at 4.30 o'clock, having made the round trip between Nantucket and Woods Hole, including the time consumed in taking on freight, in six and one-half hours.

Marcus Ramsdell last week bought an auxiliary catboat and arranged with the owners of a fishing sloop to tow her over to the island from the other side of the sound. In the passage over the catboat was swamped and lost, and now the local fishermen are querying who will be held responsible—whether the man who sold the boat, the men who were towing her over, or Ramsdell.

Dec. 16, 1911.

Captain Parker J. Hall, once of this town and now of Nantucket, has, since the loss of his schooner Angler some time ago, provided himself with a trim little schooner, and has once more been around this part of the world, arriving last week at Provincetown with a load of apples, which he had as his own venture, and sold them readily.—Plymouth Memorial.

The whaling bark James Arnold has had a good season since she sailed from Talcahuano, Chili, last spring, according to advices that Captain A. T. Potter has received from William H. Wilson, the master. Captain Wilson reports that on October 23 he was off Manta, Ecuador, with 1,590 barrels of hump-back whale oil and 156 barrels of sperm oil aboard. The voyage up to that time had been without any untoward incident. Captain Wilson said he expected to be in Valparaiso, Chili, early in December.

A letter from Captain Chase, of bark Andrew Hicks of New Bedford, reports her arrival at St. Nicholas, Cape Verde Islands, previous to October 19th, from Fayal, with a catch of 20 barrels of sperm oil. The brig Viola, Captain Cook, arrived at St. Nicholas October 18th, clean. She called for men. The last season is reported to have been bad weather. The Hicks took 530 barrels of sperm oil and saw plenty of whales. Saw whales five times late at night and could not lower. The Hicks was bound to Montevideo after recruiting ship, about half her men deserting at Fayal. She was bound to Patagonia, right and sperm whaling, and expected to be at Montevideo in March.

Oysters on Little Rip.

James H. Wood, while fishing for cod in his dory off Seonset beach, Monday, felt his hook bring up on something hard, and at first he thought it had caught on a piece of submerged wreckage or something of the sort. Continued tugging on the line released it, however, and Mr. Wood was astounded to find three oysters on the end of his hook, with the shells grown firmly together. The fact that he was fishing on Little Rip, about three-quarters of a mile from shore, makes his catch of oysters rather remarkable. He says he has been fishing for forty-five years and this is the first time he ever caught an oyster on a codfish line. The only explanation he can give of the presence of this cluster of oysters so far from shore, and in a spot where oysters are not known, is that at some time before the Haulover opening closed, oyster seed drifted out of Nantucket harbor and around the east end of the island, the three little oysters attaching themselves together to some object far below the surface of the water, where they have thrived and grown to be nice large specimens.

With the Heavy Artillery.

Editor of The Inquirer and Mirror:

Following in the steps of my Grand Army comrades who have related in your columns some of their experiences in the Civil War, I will give your readers my recollections of some of the events which followed my enlistment on the 29th of January, 1862, in Co. B of the 3d R. I. Heavy Artillery.

From Providence, where I enlisted, our company was sent to New York, from which place we were shipped to Hilton Head, South Carolina, taking passage on board a large sailing vessel. I had been to sea enough so that I could make myself useful in assisting the crew take in sails, etc., and really enjoyed the trip down the coast.

Shortly after our arrival at Hilton, we were ordered to the siege of Fort Pulaski, (which was similar to Fort Sumter), situated on Cockspur island, at the entrance to Savannah harbor. The garrison was composed of 385 men, under command of Col. C. H. Olmstead.

It required two months to place our guns. We were obliged to haul them over soft ground and it took 250 men for the work, which all had to be done

ies on Morris island. The infantry crossed the creek under our fire and we carried our guns across and began the siege of Fort Wagner, which was constructed of sand. It measured 630 feet from east to west and 77 north and south.

On the 10th of July we opened fire on the fort, and that night the infantry made a charge with 6,000 men, the assault being led by the first regiment of colored troops, 54th Massachusetts, under Colonel Shaw.

Colonel Shaw, General Strong, Colonel Chatfield and Colonel Putnam were all killed, and our loss was over fifteen hundred men. In burying the dead, the Confederates threw Colonel Shaw's body into a trench and heaped the bodies of the dead negroes upon it. When we went with a flag of truce and asked for Colonel Shaw's body, they said they had "buried him with his niggers."

General Gillmore wanted to get nearer the city of Charleston, so that our guns would have more effect, so we built a battery on the west side of Morris island, but the ground was soft and nothing but mud. Colonel Edward



EDWARD C. BENNETT
Commander Thomas M. Gardner Post, G. A. R.
Photo by Boyer.

after dark. When we were ready General David Hunt went over and demanded the surrender of the fort. Colonel Olmstead briefly replied: "I am here to defend."

Orders were at once given to open fire and for thirty hours we kept up a steady bombardment on the fort. We dismantled ten of their guns and reduced the masonry to ruins, and Colonel Olmstead then surrendered. It was remarkable that only one man was killed.

After the rebels surrendered we went over to the fort and began to clean it up, remounting the guns that were in good condition. Two of our men were killed while trying to pound the powder out of a shell that had not exploded, but in view of the heavy and long bombardment it was certainly remarkable that the loss of life was so light.

From Fort Pulaski we were sent to help take Charleston. General Gillmore thought he could reach it by way of Folly island, and we built sand-bag forts, behind which we planted our guns and opened fire on the batter-



Edward C. Bennett in 1862.

W. Serrell was then sent to relieve General Gillmore and he at once started on what the boys called the "swamp angel."

We carried 15,000 sand bags and then mounted a 200 pound rifle on top, which gave us full sweep into the city. Thirty-six rounds were fired and then our gun blew to pieces, but we had set fire to the city and had it at our mercy. We were then sent to Battery Reynolds, where we had all the fighting we needed.

On the 29th of January, 1864, I was discharged, and the next day I re-enlisted, but was given a thirty days' furlough. A short time afterwards we captured Fort Wagner and then moved upon Fort Gregg and opened fire on Fort Sumter, where we were kept busy.

A steady fire was maintained on the fort and every night we shelled the city with a 200-pound rifle. St. Michael's church was our principal target and we kept things hot. We sunk two "blockade runners" when they were trying to unload goods at Fort Moultrie.

The day the Confederates evacuated the city we went in and witnessed the destructive work of our shells. The entire city was in a mess and we were able to realize the terrible work of our bombardment. We patrolled the city for a while and were then sent down to Fort Moultrie, where we stayed

until the war was over. When the end came I was sent over to Fort Sumter and fired twenty-four guns.

On the 27th of August, 1865, I received my discharge at Charleston, and left for home, where I arrived the first of September, my experiences in the war having been entirely with the heavy artillery.

Edward C. Bennett,
Sergeant Co. B, 3d R. I.
Heavy Artillery.

Nantucket, December 12, 1911.

Reminiscences

FIFTY YEARS AGO.

Schooner Stella Marie, Capt. Falt, came through Muskeget channel, Monday afternoon, in the gale, anchoring back of the bar. A pilot boarded her and brought her into the harbor, Tuesday.

FORTY-FIVE YEARS AGO.

Married, in this town, 11th inst., by the Rev S. Ripley, Horace N. Gillespie, and Miss Lucy K. Howes, both of Nantucket.

Married, in Idaho City, Idaho, 14th ult., Edward J. Bulter and Miss Lydia F. Folger.

Married, in San Francisco, 5th ult., William H. Lawrence and Miss Mary Ann Chase, both formerly of Nantucket.

FORTY YEARS AGO.

Married, in this town, 12th inst., by the Rev. Mr. Washburn, Frederick Macy and Miss Maria Potter.

Married, in East Vassalboro, Me., November 5, Charles O. Jaquith and Miss Hattie J. Clark.

U. S. steamer Verbena, Captain Gibbs, was in port Wednesday.

THIRTY-FIVE YEARS AGO.

Married, in this town, 14th inst., by the Rev. A. B. Whipple, Charles M. Stackpole and Miss Dorcas R. Taylor.

Married, in Providence, 12th inst., by the Rt. Rev. Bishop Hendrickson, Clarence A. Fish and Miss Katie O'Neil.

Paul Paddock, Jr., of this town, has sailed on the bark Mercury of New Bedford, as a greenhand.

Both the Cross rip and the Pollock rip lightships went adrift during a heavy gale, Saturday night.

A seal was shot in the harbor, Monday.

THIRTY YEARS AGO.

Married, in Boston, December 7, John Hamblen and Miss Mary Talbot.

Married, in this town, 11th inst., by John F. Brown, Esq., James C. Topham and Miss Lizzie D. Haskins.

Schooner W. O. Nettleton broke her main boom while coming into the harbor, Sunday, the sail jibing while the vessel was rounding Brant Point.

The Rev. Daniel Round has been appointed statistical correspondent of the National Department of Agriculture, for this county.

Sleds were pulled out for a few hours, Thursday afternoon.

TWENTY-FIVE YEARS AGO.

Barrett & Gibbs have contracted to erect a two-story frame cottage on Brant point for Henry S. Wyer.

The Charles Hathaway property on Milk street has been sold to George C. Pratt.

Robbie, the four-year-old son of Mr. and Mrs. Marcus Dunham, was kicked by a horse, recently, at Tucker-nuck, his jaw being broken. The little fellow was taken to New Bedford for treatment.

In this town, Fourth Day morning, by Friends' ceremony, Oliver W. Cope, of Hatboro, Pa., and Anna H. Kite, of Nantucket.

TWENTY YEARS AGO.

Young friends of Miss Lillie Small gave her a genuine surprise on Saturday evening, by their unannounced visit to the home of her parents, Mr. and Mrs. Colin Small, Nobadeer Stock Farm.

The Nantucket Gaslight Company has a new superintendent in the person of L. P. Gerould, of Brooklyn. As an apprentice Mr. Gerould will have Master Willie Worth.

The mercury took a tumble to 16 degrees above, Thursday.

Saturday's catch of codfish, off Surfside, was very satisfactory.

FIFTEEN YEARS AGO.

The estate of Mrs. Eliza G. Clark, on Pearl street, has been sold to Benjamin E. Pease.

At a meeting of the school board of New Bedford, last week, Miss Helen Ring was re-elected a teacher in the grammar schools of that city, at a salary of \$600.

The tide was higher at Madaket, Wednesday, than it has been in that section since 1854.

William D. Clark reported one of the lightships off her station, and anchored about half-way between Hyannis and Handkerchief shoal, Thursday.

About thirty feet of the bank, from Long pond to Eel point, was washed away by the recent storm.

TEN YEARS AGO.

The mercury fell to 16 degrees above, Monday morning.

Paul B. Turner, of this town, has been granted an original pension of \$6 per month.

Repairs on steamer Monohansett having been completed, she has taken the place of the Gay Head on the Vineyard route, the latter steamer going to New Bedford.

Over twenty-five barrels of perch were taken in seines from Miacomet pond, last Saturday.

A smart snowstorm during Sunday, Monday and Tuesday furnished good sleighing this week.

FIVE YEARS AGO.

A large gang of telephone workmen are rebuilding the local system, setting new poles and transferring wires.

Frank Worth, of this town, has accepted a position as booking clerk at the Waldorf-Astoria, New York city, for the winter.

Married, in New York city, December 6, John Stone Allen and Mrs. Lillian Reed Remington.

The Holbrook property, Gay street, has been sold to Manuel J. Sylvia, through A. W. Ayers' agency.

A party of gentlemen from Boston have been here this week, looking over the property of the Nantucket Central Railroad, with a view of purchasing.

*This is the way to
do it while they
are at it!*

"Maddaquet Terraces."

Those of our readers who have a fairly good knowledge of Nantucket island will appreciate the features of the land project which is being floated by promoters under the title of "Maddaquet Terraces." The attractions of this land can but appeal to every person who reads the specifications. For instance, the "ample accommodations to Nantucket city by omnibus," the "ample wharf facilities for all kinds of crafts," the "large fresh water pond with its stone bridges," the "good roads," etc., seemingly combine to make "Maddaquet Terraces" desirable for investments. It all sounds well on paper and if the promoters succeed in placing their house lots in the right kind of hands (even at the high price of \$5.60 per lot—no more than two lots to an individual), Maddaquet certainly ought to boom. The place really has great possibilities for development and everybody who reads the following description of "Maddaquet Terraces" can but wish the promoters a full measure of success.

"MADDAQUET TERRACES."

Is located on the North West end of the Island, on two peninsulas—"Eel Point" and "Tukernuck Point"—sheltered by Madaket Harbor on one side and the broad Atlantic on the other. Surf bathing on the outside and still water bathing in the harbor. The ocean is visible with a grand view from any point on the property. You are no more than 600 yards to the water from any section of the land.

It is the best gunning territory on the Island.

U. S. Government Life Saving Station is on the property.

It has plenty of good roads.

It has several good bungalows.

It has ample accommodations to Nantucket City by omnibus.

It has a large fresh water pond covered by two stone bridges.

It has ample wharf facilities for all kinds of crafts.

It has 5 miles of beach sloping white hard sand (no rocks).

The property is on a bluff alternates in height all parts of it from 8 to 30 feet above high water mark.

It is the only property on the Island on which a dead clear title can be given.

We give warranty Deed title guaranteed by the Commonwealth of Massachusetts.

Title certificate will be issued on request by the Nantucket County Register of Deeds.

We pay taxes first year. No assessments for 2 years.

The property was surveyed by the State Government Surveyor and therefore you are guaranteed exact measurements of each lot.

Each lot is 25 feet wide, 100 feet deep.

Prices of lots from \$50 to \$20 a lot, according to location.

No corner lots on advertising offer.

No advertising lots except 3 tiers inside from water front.

No more than 25 parties in each district must be taken on advertising offer.

[Note—After reading the above a second time, we don't know but what we would be willing to venture \$5.60 in one of the "Maddaquet Terraces" lots—just for the experience, if nothing more.—Ed.]

Dec. 23, 1911.

Reminiscences

FIFTY YEARS AGO.

Steamer Island Home made an extra trip to Hyannis, Saturday.

Schooner Samuel Chase, Capt. McGuire, Harwich, was in port, Wednesday.

FORTY-FIVE YEARS AGO.

Married, in South Yarmouth, 10th ult., Charles Folger and Miss Carrie Meiggs, both of Nantucket.

Married, in Mobile, Alabama, 2d inst., William H. Ames, of Nantucket, and Miss Mary F. Taylor.

Married, in this town, 18th inst., by the Rev. C. S. Macreading, George W. Coffin, Lieutenant U. S. Navy, and Miss Mary S. Cartwright.

FORTY YEARS AGO.

Capt. Thomas M. Gardner, U. S. Navy, has purchased the mansion of the Philip H. Folger, corner Main and Orange streets, including the stores which occupy the lower part of the building.

On Monday, two horses, belonging to John S. Appleton, ran from Orange street through Main, bringing up against the glass windows in the store of George W. Macy, which were demolished.

THIRTY-FIVE YEARS AGO.

The harbor is filled with ice.

A hard snow storm was in progress all day Thursday.

The mercury indicated six degrees above, Saturday morning.

Excellent skating Wednesday. The pupils of the Coffin School were given a half-holiday to enjoy it.

Married, in this town, 17th inst., by the Rev. William J. McCombe, Thomas Warren and Miss Annie C. Keane, daughter of Patrick Keane.

THIRTY YEARS AGO.

Willie M. Bartlett had three of his fingers frozen while fishing off South Shore one day this week.

Andrew Backus, Jr., and a young man named Thomas, towed across to this port from Hyannis, in a dory, Monday.

Joseph S. Barney has been elected Deputy Grand High Priest of the Grand Royal Arch Chapter of Massachusetts, F. & A. M.

On Monday last steamer Verbena brought ashore from the South Shoal lightship, Capt. Thomas S. James, who has regained his position as master of that vessel.

TWENTY-FIVE YEARS AGO.

Mrs. Albert A. Gardner fell on the ice, Friday, fracturing a bone in her left wrist.

A dividend of \$3.50 per share has been declared by the Old Colony Railroad company.

TWENTY YEARS AGO.

La grippe is prevalent about town.

A northwest gale prevented the return of steamer Island Home, Wednesday.

Henry W. Riddell, of New York, in the interest of a friend, has furnished outside blinds for the Almshouse front and ends.

Dwight M. Miner, late principal of the local High School, has accepted the position of instructor in physics and chemistry, at the Taunton, Mass., High School, at a salary of \$1200.

FIFTEEN YEARS AGO.

The Weweeder Cycle Club is to hold a New Year's reception the first of the year.

Married, in West Newton, 16th inst., Miss Florence M. Merrian and Frederick P. Hill.

A raft of lumber was towed into the wharf, from the wrecked schooner Argo, Saturday, by steamer Petrel.

The grocery store of E. H. Swan, on Centre street, took fire Tuesday night, the blaze being discovered about midnight.

TEN YEARS AGO.

A force of workmen arrived Monday to work on John Killen's ice plant.

A 65-foot well has been driven at the wireless station, in Sconset, by W. B. Marden.

Dory fishermen had great luck floating from Surfside, Thursday. One gang caught 1,000 cod and haddock.

Dr. Sharp lectured before the Unity Club on Wednesday evening, illustrating with stereopticon views, on "Two Months in the Hawaiian Islands."

FIVE YEARS AGO.

Schooner Eliza Jane discharged wood at Crosby's yard, this week.

Married, in Chelsea, November 29, Eugene Scott and Miss Dora D. Everdean.

Ellenwood Folger entertained twenty school-mates at his home on York street, Monday, it being his thirteenth birthday anniversary.

Dr. James D. Lyons, who is to succeed Dr. George D. Richmond in dental practice here, will take up his work early in January.

Wakeman Played the Harp.

Rev. Frank W. Sandford, the "Holy Ghost" leader, is to be the guest of the United States, in the Federal prison at Atlanta, Ga., having been found guilty of responsibility for the deaths of six of his followers. The Reverend takes his punishment like a man, and says that God will protect him, that "even hell itself cannot hurt him." To the minds of many, Sandford doubtless will not get all he deserves, even at that.

Sandford preached his last sermon to the Shilohites on Sunday, preparatory to receiving his ten years' sentence the following day. The temple was packed to the doors, the ministers of the church being grouped in a semicircle about Sandford while he preached his all-day sermon. Seated at one end of the platform, behind the harp of gold, was Elder "Abram" Wakeman, who played the harp while the congregation sang the hymns.

Merwin Wakeman,
Had a small jewelry
shop on Main St.
His mother and
grandmother,
several other
women and
himself "frolic"
with the Sunday
St. Baptist Church
and started out
for themselves in
the old town's
Meeting House on
Centre St.
"For" Plakke said
regarding the
affair. "Well,
the history is
fulfilled, "For
Seven women
shall lay heads
of the saints of
our race."

Another Whaling Master Gone.

Captain Edward B. Coffin, one of the three master mariners who for the past few years have been the only link binding Nantucket with the palmy whaling days of half a century and more ago, died at his home on Centre street on Thursday, at the age of eighty-six years. He had been in gradually failing health for some months and his death was not unexpected.

Captain Coffin followed the sea about thirty years and was one of the island's most successful whaling captains. He was born on Nantucket, May 26, 1825, in a house which stood near the junction of North Liberty street and Cliff Road, and, like the average boy of his time, was able to receive but little schooling. In early life he learned the cooper's trade with Charles Myrick, and at the age of seventeen left Nantucket on his first voyage whaling, with Capt. Edwin Barnard, on the bark Peru, which sailed from Nantucket on the 10th of May, 1843.

His first experience on a whaleship covered 40 months, and when the Peru



THE LATE CAPT. EDWARD B. COFFIN.

returned to her home port, September 19, 1846, the whole catch amounted to but 966 barrels of sperm oil. But he was not discouraged, and by December of the same year he was again at sea, this time as a boat-steerer on ship Napoleon, which sailed from Nantucket, December 31, 1846, and returned May 15, 1851, with 2,100 barrels of sperm oil, taken in the Pacific ocean. Then he signed as second mate for a voyage in brig Sea Queen of Westport, commanded by Captain Joseph Marshall. This voyage began October 15, 1851, and ended April 26, 1855, during which time the vessel took 1,500 barrels of sperm oil.

His next voyage was as first officer of the old ship Citizen, Captain William Cash, sailing from Nantucket, October 29, 1855, and in the 45 months which the ship was out, she stowed down 2,100 barrels of sperm and about 150 barrels of whale oil, besides 900 pounds of whalebone, which was sent home. Capt. Coffin celebrated the Fourth of July in 1859 by walking in upon his relatives from that cruise.

May 3d, 1860, he was given his first command—bark Sappho, sailing for O. & E. W. Seabury, from New Bedford. It was a Pacific ocean cruise, which ended July 18, 1863, and in that time he took 1,400 barrels of sperm oil. Three months later he was again at sea in the same ship and in less than three years he had filled the ship with sperm oil, which sold at \$2.50 a gallon, netting him, as his share of the cruise, \$10,000.

Then, on August 15, 1867, he took command of ship Mt. Wollaston, for a cruise in the Pacific ocean, and completing the voyage August 9, 1871, with a record of 1,300 barrels of sperm oil, decided to abandon the seas, and has since remained on shore, engaging in farming on a small scale, up to a few years ago.

At the completion of his third voyage, Captain Coffin decided to take unto himself a life partner, and on the 6th of September, 1855, married Miss Delia Maria Hussey, of Nantucket, who survives him, and for fifty-six years the two have lived together as husband and wife, faithful and true companions over life's voyage, spending their declining years in their little cottage home on Centre street, which Captain Coffin had built for him some twenty-odd years ago. One child was born to them—a daughter, who died when a young woman.

Watch Night Meeting.

A special feature of the evening service at the Baptist church next Sunday will be a "Watch Night" meeting. This meeting will follow the regular Sunday evening service. The following program will be rendered during the evening:

Praise service.

Solo by Harry E. Smith.

Address by Mr. Lawrence.

Male quartet, Messrs. Covell, Smith, Bickerstaff and Stevens.

Address by Mrs. Gallotte.

Solo by Mr. Covell.

Address by Mr. Dawson.

Intermission of 15 minutes.

Singing of old hymns.

Address by Mr. Covell.

Prayer and testimony service.

The public is cordially invited to attend

With the passing of Captain Coffin, Nantucketers are brought to even closer realization of the fact that ere many more years have passed, the last of the island's famous whaling captains will have cast anchor. The two now left are Capt. Thaddeus C. Defriez, who last October entered upon his ninetieth year, and Capt. William M. Eldridge, who will be eighty-six next May. Both of these venerable salts are still remarkably hale and hearty for their years and it is the wish of all that they may be spared many more years to come.

Reminiscences

FIFTY YEARS AGO.

Smack Key West, Orpin, New Bedford, was in port this week.

Frederick H. Gardner is to open an evening school at his home on Darling street.

FORTY-FIVE YEARS AGO.

E. W. Allen has purchased the lot of land on Broad street, adjoining the Ocean House on the east.

Brevet-Major G. H. Tracy, of the 15th U. S. Regulars, is now superintendent of the Freedmen's Bureau, comprising the seven lower counties of Alabama.

The Cross Rip lightship broke from her moorings during Friday's gale, and when last seen from the tower was endeavoring to get under the lee of Sandy Point.

FORTY YEARS AGO.

Married, in Needham, 22d inst., A. D. Kingsbury and Miss Isabella A. Orr.

Joseph M. Folger has opened a provision market in Calder's Block, Main street.

Mrs. Lydia Swain, ninety-six years of age—the oldest inhabitant of Nantucket, died on Wednesday, the 27th.

THIRTY-FIVE YEARS AGO.

Forty-four years ago this winter there was sleighing here for "six straight weeks."

The Benjamin Field homestead on Orange street has been sold to Capt. Albert A. Gardner, on private terms.

Walter R. Hussey, who has been teaching at Hanson, Mass., has given up his school work, on account of ill health.

Walter S. Swain, of this town, is a seaman on schooner Amelia, which sailed from New Bedford on the 27th instant.

THIRTY YEARS AGO.

Self-appointed surveyors are improving Main street above the monument.

The lot of land on North Water street, corner of Step Lane, has been sold to Charles H. Robinson.

Dr. Arthur Elwell Jenks is to fill a number of first-class lecture engagements abroad during the winter.

Married, in Providence, 20th inst., Clarence A. Archer, of Nantucket, and Miss Ada E. Greene, of Providence.

TWENTY-FIVE YEARS AGO.

The steamer grounded on the bar on her return trip, Wednesday, lying there until 5 o'clock.

Large quantities of scallops are being caught in the channel along the south shore of the harbor.

Schooner John C. Gregory, Captain Killen, from Mobile with cotton, arrived at Boston, Tuesday, making the run in fifteen days.

Schooner Mopang, which arrived a few days since with lumber for Capt. W. T. Swain, will be hauled up at Old South wharf for the winter.

TWENTY YEARS AGO.

Schooner Mary E. Crosby arrived Tuesday with coal for C. C. Crosby.

A brisk snow storm was with us on Friday.

Samuel S. Riddell has sold to Mrs. Flagg the lot corner Broad and Centre streets.

A new steel ceiling for the First Congregational church has just been completed.

FIFTEEN YEARS AGO.

There was a little skating, the early part of the week.

One of the arms of the Old Mill was blown off in a recent storm.

Owing to high winds, steamer Nantucket was unable to leave her dock, Wednesday and Thursday.

The members of the Baptist church are to tender their new pastor, the Rev. Edward A. Tuck, a reception, on New Year's Day.

TEN YEARS AGO.

Better sleighing Nantucket never knew than that of Saturday and Sunday.

Eighteen men worked all day Sunday, breaking a road through the snow, from Sconset to Bean Hill.

Married, in Woods Hole, 25th inst., Miss Frances Brayton, of Nantucket, and William M. Gilbert, of Lynn.

Herbert S. Fuller, who recently accepted a position with the Columbia Engraving Company, of Boston, has taken an interest in the company, and now holds the position of treasurer.

FIVE YEARS AGO.

Catboat Dauntless has been placed out of commission for the winter.

Born, in Winthrop, December 17, a daughter, Louise, to Dr. and Mrs. Louis N. Veo.

Thomas M. Barrally has been elected a member of the American Society of Civil Engineers.

Married in Vineyard Haven, 12th inst., Captain George D. Robinson and Mrs. Mabel Channing White.

Of the births, 36 were females and 30 males. Of the deaths 45 were females and 26 males. Of the deaths recorded, 37 were resident deaths—that is, the persons died and were interred on the island—15 died at Nantucket with interment abroad, 17 died abroad with interment at Nantucket, and 2 died abroad and were interred abroad.

BIRTHS.

January.

1—Josephine Bradford, daughter of Oscar and Minnie G. Folger.

13—Mary C., daughter of Joseph N. and Louisa C. Duarte.

27—Charles William, son of Charles W. and Gertrude Ellis.

March.

1—Manuel, son of Joseph P. and Fanny Sylvia.

4—Herbert William, son of Everett and Ruth I. Sandsbury.

6—Allen Creasey, son of Daniel and Florence L. Renaud.

7— —, son of — and Minnie Fernando.

14—Emily Olivia, daughter of Francisco P. and Jestrudes P. Lial.

April.

1—Irene Elizabeth, daughter of Arthur D. and Charlotte H. Chase.

11—Dorothy E., daughter of Robert W. and Alma E. Call.

22—Erla Marguerite, daughter of Thomas B. and Emma E. Bickerstaff.

May.

1—Joseph James, son of Joseph and Madeline Almeda.

6—Adelaide Inez, daughter of George W. and Adelaide M. Rogers.

11—Emily Mitchell, daughter of Henry and Ann A. Coffin.

11—Sarah Frances, daughter of Richard M. and Mildred Wilkins.

26—Everett Francis, son of Walter and Ida F. Finlay.

28—Emily Jane, daughter of Edward A. and Lottie F. Oldrich.

28—Margaret Lally, daughter of Charles F. and Margaret E. Parker.

June.

5—William Thomas, son of Thomas T. and Margaret M. Tatro.

6—Charlotte Coffin, daughter of William F. and Mary B. Worth.

15—Mabel, daughter of Manuel and Annie Gomes.

16—Charles William, son of Manuel and Amelia DaPont.

28—John Davis, son of Augustus and Sarah Pitman.

July.

3—Clara May, daughter of Antone and Annie J. Foster.

4—Harry Sullivan, son of William R. and Delia M. Cathcart.

5—Eunice, daughter of James T. and Annie Worth.

17—George Joy, son of Archibald and Austie A. Cartwright.

19—Esther Ulrika, daughter of Maurice E. and Hilda S. Gibbs.

25—Felomena, daughter of Antonio B. and Ofrezina Miller.

August.

2—Alfred 2nd, son of Alfred V. and Madeleine Kidder.

8—Mary Rosa, daughter of Luciano and Virginia Sylvia.

9—Ruth Emily, daughter of Harry E. and Emma M. Porter.

12—Mabel, daughter of John A. and Mina G. Oliver.

14—Nancy Webster, daughter of Edmund K. and Anne W. Sterling.

14—Mary Florence, daughter of Thomas R. and Margaret T. Warren.

28—Lopez, son of Jaakin and Annie Lopez.

September.

1—Dorothy West, daughter of Maurice W. and Zetta F. Boyer.

18—Louise Wilkins, daughter of Louis and Alice M. Coffin.

20—Hazel Coffin, daughter of Carl and Margaret F. Appleton.

25—Alice Louise, daughter of Edward C. and Helen F. Folger.

October.

3—William Byron Holland, son of William B. and Margaret H. Snow.

5—Eunice Batchelder, daughter of Frederic W. and Mary S. Manning.

6—Richard Stanley, son of Herbert A. and Mary E. Orpin.

7—Cecilia Lavinia, daughter of Thomas M. and Georgianna Norcross.

9—Edward, son of Edward and Mary Sylvia.

12—Merle Elizabeth, daughter of Harry B. and Gertrude C. Turner.

18—Alice, daughter of George W. and Mary J. Purdy.

23—Florence Remick, daughter of Merlin H. and Nellie F. Crocker.

November.

7—Elliot Shackford, son of Elliot H. and Lillian A. Sylvia.

12—Julia Rosemond, daughter of Edgar F. and Lydia W. Wyer.

13—Doris Evelyn, daughter of George M. and Minnie J. Lake.

14—Dorothy Elizabeth, daughter of Phaniel B. and Kitty Covell.

19—Kenneth Chadwick, son of Jesse H. and Mabel F. Eldridge.

20—Leonard Grouard, son of Josiah B. and Elizabeth P. Gould.

20—Irving Beebe, son of Josiah B. and Elizabeth P. Gould.

December.

3—Harry Allen, son of Harry A. and Susan E. Larrabee.

11—Ruth Macy, daughter of Francis O. and Gertrude C. Holdgate.

19— —, son of Wallace L. and Carrie E. Coleman.

MARRIAGES.

January.

17. Anthony F. Miller and Mary Agnes Barnicle, both of Nantucket.

25. Thomas T. Tatro, of Nantucket, and Margaret M. Murphy, of New Bedford. At New Bedford.

February.

11. Walter Finlay, of London, Eng., and Ida Frances Holmes, of Nantucket.

21. John B. Gardner and Ida May Wendence, both of Nantucket.

22. Thomas Marcus Norcross and Georgianna Almeda, both of Nantucket.

26. Herbert LeRoy Brown and Annie Nickerson, both of Nantucket.

April.

12. Ward Winfred Battelle, of Dover, Mass., and Linda Swain Burgess, of Nantucket.

19. Walton Hinckley Adams and Nancy Story Grant, both of Nantucket.

JANUARY 6, 1912

Births, Marriages and Deaths.

Through the courtesy of Town Clerk Bunker we present below the chronological record of the town of Nantucket for the fiscal year 1911, containing the births, marriages and deaths recorded. The record is always of general interest, but this year it possesses some quite unusual features, which to us seem worthy of special mention.

First, the number of "resident deaths" was but 37, the smallest number recorded for many years, and the total deaths were the least of any year since 1898, when there were 60.

Second, the number of births was 66, the largest number recorded in any year since 1883, when there were 72.

Third, the total births were nearly double the number of resident deaths. Surely these statistics present a most encouraging condition, even though the number of marriages was but 26—twelve less than last year.

26. Patrick Driscoll and Ellen Hale, both of Nantucket.

May.

24. Weston Esau, of Edgartown, Mass., and Hattie Gifford, of Nantucket.

June.

4. John Hugh O'Neill, of New York, N. Y., and Clara (Allen) Hills, of Nantucket.

7. Ira Webster Appleton, of Nantucket, and Margaret Esther Jardine, of Milton, Mass. At Milton.

14. George H. Hamblin, Jr., and Emily M. Hanify, both of Nantucket.

27. Leonard Butler Chase and Deia Elizabeth Quigley, both of Nantucket.

28. Dexter W. Nickerson and Viola Augusta Mayo, both of Nantucket.

August.

12. Paul T. Campbell, of Kansas City, Mo., and Marguerite L. Treadwell, of Boston, Mass.

21. Harry Furn and Minette Adams, both of Boston, Mass.

27. Manuel Rose and Amy L. Howard, both of Nantucket.

30. Oscar C. Norcross and Mary Frances Lynch, both of Nantucket.

September.

6. William C. Goodrich and Annie Marie (Starbuck) Platt, both of Nantucket. At Woods Hole.

9. Wallace Andrews, of Nantucket, and Esther Cavanaugh, of Providence, R. I.

15. Graham Macfarlane, Jr., of Bowling Green, Ky., and Harrie Edelweiss Noyes, of Rochester, N. Y.

October.

18. William H. H. Leach, of New Bedford, and Ida Mitchell Crocker, of Nantucket. At New Bedford, Mass.

November.

1. Harry Clifford Jones and Annie Seabury Taylor, both of Nantucket.

15. Charles C. Chadwick and Mary Macy Riddell, both of Nantucket.

December.

12. Hiram Wade Macy and Maud Conant Thomas, both of Nantucket.

DEATHS.

December, 1910.

17. *Edward W. Cobb, 96, 6, 27
28. *Charles D. Coffin, 57, 3, 21

January, 1911.

6. Helen B. Worth, 75, 1, 7
16. Frank A. Mitchell, 64, 1, 24
20. Charles B. Brooks, 54, 2, 10
22. *Sarah D. Gardner, 79, 10, 6
28. *Herbert S. Sweet, 53, 6, 29

February.

2. *Annie M. Phinney, 57, 1, 6
4. Rebecca C. Wyer, 63, 3, 0
16. Hannah M. Ewer, 77, 0, 19
17. Margaret Foley, 79, 10, 0
19. *Elizabeth R. Coffin, 78, 6, 27

March.

8. †John W. Summerhayes, 76, 2, 2
23. Elizabeth E. Adlington, 75, 2, 7
24. †Nelson Hawes, 54, 0, 0
24. †Richard R. Halstead, 20, 3, 0
26. *Nancy B. Starbuck, 55, 5, 23
29. *Ann M. Coffin, 83, 4, 17

April.

2. Joseph H. Ray, 63, 6, 25
6. *Mabel L. Thomas, 24, 5, 19
8. Lydia G. Bearse, 86, 0, 4
10. *Sarah C. Perkins, 43, 0, 12
17. †Thankfull T. Ryder, 82, 1, 2
17. *Harry H. Luther, 30, 7, 20

May.

3. *Mary E. Hartford, 58, 4, 8
4. *Fermin Echeverria, 39, 0, 0
4. Minnie Gardner Folger, 26, 2, 12
5. Katherine Robinson, 40, 0, 0
27. Reita Coffin Worth, 4, 6, 2
29. Albert P. Gibbs, 45, 10, 12
30. *Adelaide R. Fisher, 36, 6, 16
31. Mary E. Lewis, 57, 2, 19

June.

16. Horace Hewitt, 79, 2, 12
17. Hiram W. Reed, 81, 1, 11
24. **Mary E. Walrath, 70, 0, 0
24. †Mildred A. DeHaven, 17, 0, 0
24. †Ulysse Pahud, 40, 0, 0
24. †Helen Randall Wilson, 20, 11, 0
26. †Thomas B. Kerr, 24, 2, 0

July.

2. Sarah A. Bridgham, 79, 0, 0
7. *Harriet N. Macy, 89, 3, 0
16. *Lillian L. Covill, 56, 10, 29
28. Elizabeth G. Parker, 80, 10, 27

August.

14. Mary F. Devlan, 69, 7, 21
17. Dorothy E. Call, 0, 4, 6
21. *Charlotte Linnard, 63, 10, 16
22. †Mary W. Seiler, 71, 1, 21
23. Susan C. Lawrence, 71, 5, 18
24. Guilhermina Pacheco, 0, 10, 10
24. Lawrence Gardner, 54, 3, 1
25. †Mary Shepard, 57, 11, 3
26. †George H. Paddock, 82, 0, 6
26. Mary Rosa Sylvia, 0, 0, 18
27. Lydia F. Nickerson, 72, 3, 0

September.

5. Edward H. Wing, 73, 2, 22
6. *Clara E. Pitman, 47, 6, 0
11. †Mary A. McNeill, 76, 7, 14
16. Gertrude M. Dunham, 52, 4, 10
26. †John Perry, 68, 3, 0
25. **William C. Gardner, 49, 3, 23

October.

6. Matthew Macy, 73, 10, 8
12. Caroline A. Joseph, 62, 1, 7
24. *Phebe C. Ray, 85, 11, 10
25. George Henry Gardner, 79, 3, 5
26. Emily J. Oldrich, 64, 2, 16

November.

9. †Edgar C. Mansfield, 56, 6, 8
December.
4. †Freda Hall Ryder, 8, 11, 13
9. Irving B. Gould, 0, 0, 19.
19. —Coleman, 0, 0, 0
20. Susan W. Ray, 54, 8, 9

Jan. 13, 1912

Reminiscences

FORTY-FIVE YEARS AGO.

Mrs. E. F. Moore has opened a school for instruction in dancing.

Married, in this town, 9th inst., by the Rev. S. D. Hosmer, Alonzo D. Fisher and Miss Isabella Sylvario.

Married, in this town, 6th inst., by the Rev. S. D. Hosmer, Charles H. Gammons, of Nevada, and Miss Margaret P. Coffin, of Nantucket.

FORTY YEARS AGO.

Married, in this town, 9th inst., by the Rev. S. D. Hosmer, Thomas S. Mitchell and Miss Susan M. Allen.

Married, in this town, 8th inst., by the Rev. Fr. O'Connor, Thomas O'Neil and Mrs. Margaret Gallagher.

Schooner Daniel Reed, Kent, from Boston for Amboy, in ballast, parted both chains in the northwest gale of Sunday, and went ashore on the west side of Great Point. The crew were landed in safety.

THIRTY-FIVE YEARS AGO.

No boat for three days this week, owing to rough weather.

There was excellent skating on the harbor north of the Steamboat wharf, on Monday.

Lieut. S. M. Ackley, U. S. N., has been ordered to the U. S. Steamer Wyoming, at Washington.

Married, in this town, 11th inst., by the Rev. Levi Boyer, Manuel de Sylvia and Miss Lucy A. Sylvia.

THIRTY YEARS AGO.

A heavy snow storm, Wednesday, kept the Island Home at her dock.

The Lot Palmer house, Main street, is being taken down by Andrew G. Hussey.

Married, in this town, 10th inst., by the Rev. Daniel Round, Warren F. Ramsdell and Miss Lydia S. Dunham.

A large schooner, with signal set for assistance, was reported on Stone Horse shoal, Tuesday, by William D. Clark. Thursday morning, she was reported in tow of a tug in the sound.

TWENTY-FIVE YEARS AGO.

Steamer Island Home is to have a new boiler.

Married, in Brooklyn, 12th ult., Charles Rossiter and Miss Salome S. Fisher.

Skating and sliding have been afforded the young people this week.

The steamer did not return from Woods Hole, Thursday, owing to a heavy sea and rough weather.

Miss Evelyn C. Morris has successfully passed the examinations for admittance to the Salem Normal School.

TWENTY YEARS AGO.

A beautiful display of northern lights occurred Tuesday evening.

Representative Gardner has been appointed chairman of the House Committee on Woman Suffrage, and also a member of the Committee on Education.

The local Democrats have organized and chosen their officers, as follows: Chairman, W. H. C. Lawrence; secretary, John Harps; treasurer, W. T. Devlan.

David B. Caswell, a foreman of the Morse Twist Drill and Machine Company, was presented, on New Year's days, with a gold pen and pencil by his friends and shop-mates.

FIFTEEN YEARS AGO.

Mrs. Phebe A. Gardner held a quilting party, Thursday evening.

The sills have been put on and the lower floor laid, in the Catholic church building, the past week.

Miss Nina Kiddle entertained a few young friends, Thursday evening, the 7th inst., it being her fourteenth birthday anniversary.

Married, in this town, 6th inst., by the Rev. S. M. Dudley, Benjamin Perkins, of Fitchburg, and Miss May W. Brown, of Nantucket.

TEN YEARS AGO.

Thirty-one little girl friends surprised Madeleine Macy, Thursday evening, and had a jolly good time.

A petition has been sent to the Harbor and Land Commissioners, requesting the removal of a rock discovered at the Haulover opening.

Charles H. Robinson has sold to William Barnes, of Albany, N. Y., the Charles McCleave property, adjoining the Sherburne House property on the south.

FIVE YEARS AGO.

The fishermen report an unusual demand for spawn and tongues this season.

Alfred E. Smith has been awarded the contract for plumbing the new cottage of Charles Minshall.

Wauwinet was the scene of an unusual bit of excitement, Sunday, in which Arthur Jones, Alfred Smith, a bucket of water and an angry dog were the principals.

The two-masted schooner Alice T. Boardman, of Calais, Maine, bound from Calais to Hyannis with lumber, went ashore on Handkerchief shoal, early Friday, and is a total wreck.

Nantucket To Be Congratulated.

Nantucket should be congratulated upon the possession of two highly bred Holstein heifers which have recently been purchased by A. W. Ellis and added to the Hollyhock farm herd of pure bred Holsteins.

These valuable animals were purchased at Dutchland farms, Brockton, Mass., and are representatives of the best blood lines of this most famous Holstein center.

Any one familiar with the family names of the Holstein aristocracy will realize that in Betty Lyons Walker and Dutchland Colanta Canary, Hollyhock farm has acquired some of the most valuable strains of Holstein blood.

Betty Lyons Walker's mother produced over 28 pounds of butter a week and the other cows in her family have equally good records. Her calf will be one of the finest bred Holsteins in the world, three of its immediate ancestors having records of 35 pounds of butter a week. That it will command a fancy price goes without saying.

It will be interesting to watch the effect of the introduction of this kind of dairy stock on the island.

At Hollyhock farm the Nantucket farmers will have a chance to see for themselves just what good breeding is worth.—N. B. Standard.

A Rescue at Sea.

By Henry Riddell in New Bedford Standard

Noting recently in your always interesting columns the deaths of several of the old-time whaling masters, the thought is forced upon us—how few of them are left. Here in Nantucket, formerly the headquarters of the whaling industry, until supplanted by the advantages of your own city, and where, but a few years ago, about every tenth man was an old whaler, there is today but one surviving whaling master—Hon. Thaddeus C. Defriez, now in his ninetieth year, hale and hearty and active physically, but very deaf. One other, Captain Edward B. Coffin, died only Friday at the age of eighty-five years. What is now the Pacific club in Nantucket was founded and started years ago by the whaling masters of that day and was better known as the "Cap'n's Room," a title still given it by the native Nantucketers, although today not a solitary whaler crosses its portals.

As the captains all first had to be mates, and the mates being younger men, it naturally follows that there must be quite a lot who have survived the storms of life to the present time and who must be rich in anecdotes of whaling days. Among this latter class in Nantucket is Gorham Andrews, better known as "the Colonel," a grizzled veteran, not only of whaling days, but of the civil war, too; for arriving home from his last voyage while the war was in progress, he immediately enlisted in the 58th Mass. Regiment, and at the bloody battle of Spottsylvania he received a ball through his leg and is now a deserving pensioner of the government he helped save. Modest as he was brave, he is never given to boasting, but in the social atmosphere of the Union Club, of which he is the oldest member, his tales of the sea and of his many adventures are most interesting.

Speaking the other day of some remarkable rescue at sea, Mr. Andrews, who was listening, said: "I wonder if any of my old shipmates on the Iowa are living now, that I helped save once." Pressed for an account of the incident he told this story, which, while disclaiming any personal credit for himself, certainly shows that he was possessed of good judgment as well as force and grit.

"It was back in '56 I went out third mate in the Iowa of Fairhaven. Charlie Mooers was master, Henry Taber of New Bedford was mate and Bill Gallagher of Nantucket was second mate. We cruised along down and into the Indian ocean, when one day about noon we raised a school of whales and lowered all three boats. It was blowing a fairly stiff breeze and Gallagher and I both fastened to a big fellow that started off to leeward. Mr. Taber fastened to another big one which started off dead to windward. Our whale took us a long way from the ship and gave us a good tussle; when the whale was nearly dead Mr. Gallagher called to me and said: 'There are trouble signals on the ship, you'd better go aboard, I can take care of this fellow now.'

Well, we had a long pull back to the ship, and when I went aboard Captain Mooers was in the foretop-mast crossrees with his glass and called to me to come up. When I got up there he said to me: 'Mr. Taber struck a big whale which took him dead to windward. I kept him in sight until about an hour ago, when, turning back from looking at you, I lost him and haven't seen him since and I'm afraid he is in trouble; you take the glass and see if you see anything.' I was young and had good eyesight. I swept the horizon several times. The sun was fast sinking, when right in the sun glades I thought I saw something on the water and told the captain. 'Well,' he said, 'put some blue lights in the boat, pull to windward as far as you think you ought, then make sail and make short tacks, and if you find them, burn blue lights and I will tack up to you as soon as Mr. Gallagher comes aboard.'

Off we started, right in the sun glades, and as she set I steered for a star where the sun had gone down. It grew dark, but we kept on pulling until we had gone, I should say, all of four miles, when I stopped pulling and all hands shouted. There was no response, and I told the boat-steerer to stand up and listen if he heard anything. All was still, when suddenly the boat-steerer said: 'I hear voices,' then, 'here they are, right ahead.' A few strokes brought us to them; the whole crew on the bottom of their capsized boat. The whale had sounded and capsized the boat and parted the line, and there they were in the middle of the Indian ocean, exhausted with attempts to right their boat, finally compelled to cling to the bottom and await a doubtful rescue. Well, we took them all in our boat, took the capsized boat in tow and set sail for the ship, burning our blue lights and the ship burning hers. We arrived alongside at 3 o'clock in the morning."

Mr. Andrews says "that was what I call good luck." The most of us say there was good judgment also. Are any of that crew living today? Possibly some of them rose to be themselves masters of ships, but wherever on life's ocean they may be sailing on this Christmas week, they can certainly thank the good judgment of Gorham Andrews that they lived to tell the tale.

Water Front

Tinker mackerel made their appearance in the waters of Provincetown harbor last week.

Schooner Frank Brainerd arrived in port Thursday afternoon with a cargo of 300 tons of coal for the Steamboat Company.

It is the schooner Helen which has been tied up for the winter alongside of the Oaks Ames, on the north side of Straight wharf, and not the Cora Green, as stated last week. The Cora Green went from Nantucket to the Vineyard, where she loaded a cargo of dried codfish.

Surprising how quickly the ice will make in the harbor when it gets cold. From Saturday to Monday there were many square miles of it in evidence, following the sudden cold snap, and even though there was a thaw in the middle of the week, there is fully as much, if not more, ice in evidence at the present time.

Ralph Rogers, a fisherman of South Orleans, while digging for clams on the Orleans fishing grounds last week, found a monster clam which measured six and one-half inches long, five inches across the shell and weighed one and three-quarters pounds. It is the biggest specimen of clam ever seen on Cape Cod and Rogers considers it quite a prize.

Steamer Sankaty did not make her return trip to the island Tuesday, owing to the heavy northwester which broke during the forenoon, with one of the lowest barometric readings for many months. She was obliged to tie up at Oak Bluffs, so fierce was the gale, and did not go through to Woods Hole until 9 o'clock Wednesday morning, where she loaded freight and then made the trip back to Nantucket.

The large "mass of greasy matter" which James P. White, of Nantasket, picked up on the beach Christmas morning, is ambergris. Chemists have pronounced it as such. This substance, which comes from the sperm whale and is usually found only in the tropics, is much wanted by perfumery manufacturers, and because of the increasing scarcity of this kind of whale, the product is of great value. Mr. White has about 20 pounds and it is worth about \$18,000.

The fishermen of Provincetown claim that the present season is very unprofitable, that the business is "going to the dogs," and that they cannot make a living. There is an increasing competition in the growing number of boats, bait is high, and cod and haddock scarce, and the fishermen say they have hard work to meet expenses. So large is the effect of trawlers that the last boats out often have to set their gear two miles out beyond Race Point. Most of the shore fishermen have quit business until the coming spring.

There was every sign of a freeze-up for Nantucket early this week, and the outlook for the early resumption of the scallop and quahog fisheries was dubious indeed, for the entire harbor was covered with thick ice and the boats were frozen solid at their berths. The rain and fog which set in Monday evening cleared the ice away somewhat, bringing relief to the minds of the fishermen, who feared a long period of enforced idleness. Unfortunately, however, the second cold snap and the continued boisterous weather still holds the boats at their berths, and the condition of the harbor is not encouraging.

The fishing smack Conquest, of Noank, plugged her way into Nantucket harbor, Sunday afternoon, in the channel made by the Sankaty. The Conquest had been off on the codfish grounds and had a rough experience during the cold snap and numerous blizzards, and was badly iced up. Another smack, which rode out the gale in company with her, under lee of Sankaty, went westward Sunday

morning, about the time the Conquest started for Nantucket. After stocking up with provisions and gasoline, the Conquest started for the shoals again Monday afternoon, the captain not wishing to be caught in Nantucket harbor if a freeze-up occurred. The smack was fitted with a gasoline engine and had little trouble in making her way along the channel opened up by the Sankaty in the morning, until she neared Brant point, where the ice was so thick that members of her crew were obliged to break it away in front of her, foot by foot, as she forced her way along. It was an interesting sight, but the little smack reached Brant point before the Sankaty came back in the afternoon, and as soon as the steamer had passed by was able to make her way out to clear water.

Carekin S. Proodian and Miss Hattie A. Swain were among the passengers storm-bound at Oak Bluffs, Tuesday, en route to Woods Hole. Mr. Proodian returns to Worcester and Miss Swain goes to Waltham, where she will spend the remainder of the winter with friends.

The remains of Thomas H. Ramsdell, who died in New York city on the 4th instant, after an illness with Bright's disease, were brought to Nantucket on Sunday for interment in the family lot. The interment was under Masonic rites, of which fraternity the deceased was a member.

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Personal

Jesse H. Brown returned home Saturday.

Orin Kendrick Coffin returned Monday from his vacation trip.

Mr. and Mrs. Herbert Gelston Worth are away for a few weeks' visit.

Mrs. Edward P. Norcross left this week for a visit on the continent.

Mrs. Ida Atwood has returned from a visit with relatives on the mainland.

Mrs. Nathaniel E. Lowell has returned from a visit of several weeks with relatives in New Bedford.

The name of Marguerite Manter, classical course, was omitted from the High School honor-roll last week.

Mr. and Mrs. Walter L. Mason are the happy parents of twin boys, born at their home in Philadelphia on January 6th.

LeBaron Ray, of Salisbury life-saving station, returned to his home in Nantucket this week on a few weeks' leave of absence.

Frank Ramsdell accompanied the remains of his cousin to Nantucket on Sunday, returning to Boston the following morning.

Alanson S. Barney had one of his hands severely gashed this week by contact with a circular saw. Dr. Walker is attending him.

James Everett Chapel has just returned to Wentworth Institute, in Boston, to start the second term of the course. He is training himself in machine work and is doing some work in gasoline engine design.

Charles Bickerstaff, son of Mr. and Mrs. Thomas Bernard Bickerstaff, of Nantucket, a graduate of the class of 1911, Massachusetts Nautical Training School, has accepted a position as quartermaster on the U. S. lighthouse tender Anemone.



Work of Coskata Life-Savers.

By Simon J. Nevins, in Boston Sunday Globe, January 14th.

Once more the brave life-savers of Coskata station, Nantucket, have taken their lives in their hands in an endeavor to succor shipwrecked sailors, and once more the townspeople of this old seaport, as well as mariners generally, are loud in their praise of the heroism, seamanship and good work performed by the keeper and men who comprise the crew.

This station is known far and wide by seafaring men and vessel owners as having housed at one time the crew that performed one of the most heroic rescues, attended by the greatest suffering, and the loss of life of one of its members, on record in the department.

'Twas on the occasion of the wreck of the British schooner H. P. Kirkham on Rose and Crown Shoal, Jan. 20, 1892. Word was sent to the station from Sankaty lighthouse that a vessel's masts could be seen from the light tower on the shoal 10 miles off, and that burning torches could be seen during the night coming from the same locality.

Without waiting to provision the boat, taking only a jug of water, the crew started, not knowing where they were going, in the direction of the shoal off-shore referred to by the light keeper. Scarcely was their boat clear of the surf, when the wind increased to a gale, blowing them toward the vessel far out to sea, with nothing but the broad Atlantic before them. A telegram was sent to Vineyard Haven

by the lighthouse keeper, for a tug, as there was not one chance in hundreds of the lifeboat reaching shore against that gale. But after a short run out into the sound the towboat captain deemed it unsafe to continue and returned to port, leaving the life-savers and the poor fellows they were endeavoring to save at the mercy of the gale.

Twenty-six hours in an open surfboat in January's freezing weather was this crew's record. Its members brought ashore the captain and crew of the Kirkham, taking them from the rigging, where for 15 hours they had suffered from cold and exposure. One brave surfman gave up his life in that struggle, passing to the great beyond shortly after, as a result of that fearful night's experiences.

And although the station has long since passed into other hands, though none of that brave crew now patrol its beats, the present keeper and his men have thrice demonstrated in as many winters that they are from the same sturdy and fearless stock as their predecessors in the service. Led by Capt. John B. Norcross, a man of 55 years, they have snatched three crews and a mother and babe from the icy waters of Nantucket sound, brought them safely to Coskata, where their wants were tenderly administered.

On the night of Feb. 1, 1908, memorable for its gale and below-zero temperature, Keeper Norcross, who was ever on the lookout, discovered that

some sort of a vessel was drifting to destruction toward the bar, nearly in front of his station. He could see her riding light coming nearer and nearer as the moments passed, and he knew that some poor fellows were on board of a craft that was slowly, but surely, being carried to its doom.

The patrols were called in, and the crew remained at the station with their boat run out, ready to do battle against the elements at their keeper's call.

All through that terrible night the eyes of the keeper and his men followed the course of the vessel as she slowly dragged shoreward. How they longed for daylight, and how they prayed that the craft might keep afloat until something might be done. In that dense darkness and through the tumbling, furious seas, no boat could be launched, and time and again a member of the crew would walk into the kitchen of the station to look at the clock, so slowly was the night waning. At 3 a. m., Capt. Norcross had figured out just where the ship would strike. Taking the larger of the two surf-boats on a truck, the crew left the station, hauling its boat around the head of the bay, and shortly before daylight the men were at a point on the beach directly to leeward of the drifting ship. The beach sand was carried in clouds by the racing wind, stinging and cutting the faces of the crew, who protected themselves as best they could under the lee of their boat. In this condition they waited

for an hour, when the vessel struck on the easterly end of the bar, where she pounded for a time and then settled in the sandy bottom.

At daylight Capt. Norcross gave the word to launch. Every man sprang to his station, the big surf-boat was shoved to the water's edge and then an attempt was made to float her. But the brave fellows were hurled back upon the beach. Again and again was this repeated, with similar results, until the exhausted keeper and his men gave up the struggle for time and again sought what little shelter they could find under their boat lee.

For hours they waited, their clot

ing frozen and covered with ice, the seas roaring and pounding frightfully upon the beach, in hope for the slightest lull in the gale that would enable them to once more make the attempt to get their boat beyond the line of breakers. They could see the waves strike the bow of the wreck, which was a mile away, and watched the spray fly in clouds almost masthead high. Occasionally a man could be seen on board, and as he always looked in the direction of the life-savers, Capt. Norcross felt certain that the shipwrecked souls knew that everything possible was being done to save them.

Just before noon the fishing steamer Petrel, commanded by a captain and crew than whom none are braver, went up the inner harbor under the lee of the land, and put ashore a crew of volunteers, who ran a mile across the strip of beach and sand to the point where the life-savers had their boat. Among the volunteers was Capt. Jesse H. Eldridge, a former member of the Coskata crew and one of the men who was with Keeper Chase at the time of the rescue of the Kirkham's men. There was no better surfman or more experienced sailor than "Jess," as he was familiarly known. When very young he was captain of a large fisherman, and for years fished on Nantucket shoals, and his knowledge of the rips, shoals and tides, particularly in the location of the Kirkham wreck, had much to do in ultimately bringing the rescuers and rescued to safety.

He was the first to volunteer his services to Capt. Norcross, and it is needless to say they were gladly accepted. Every man among the newcomers was anxious to take the place of the poor fellows who were worn out after a night of exposure and watching. But the appearance of their fellow-townsmen gave the life-savers new courage, and at a word from their captain they jumped to their stations as willingly as in the early morning hours. No more than one volunteer could be taken, as the boat would be overloaded on the return. The stranded vessel was brig-rigged, which meant that she carried a larger crew than if she had been an ordinary fore-and-after. But the entire crew of life-savers could board their boat on the beach, and there would be plenty of men to give them a good shove through the undertow, and every oar could be brought into play at the same time.

Under the lee of the after house, the crew of the brig could be seen eagerly watching the life-savers. The life-boat was again run down to the water's

edge, and, at a word from Capt. Norcross, who stood grasping the steering bar, the staunch boat was fairly rammed into the seething, combing waves as they rushed shoreward. Every man put all the energy in him into his oar, and the combined force won. Into and through the first breaker she went, solid, icy water flying over her living freight, drenching the crew through and through, and nearly half filling the boat. But she took the second sea like a cork, and after an hour's hard struggle the brig was reached.

It was impossible to board the endangered craft, so the life-boat was worked in under the lee, and the captain and crew of nine men and the captain's wife and year-old babe were lowered into the boat and the return journey began. The mother was as brave as her husband, and anxiously watched the bundle of blankets and oilskin, that contained her little one, being "lowered away" into the arms of a life-saver, who held it until she herself was taken aboard in the same way, thoroughly drenched, but without a murmur of complaint or an expression of fear.

Eager hands grasped the bow and gunwales of the surf-boat as she came

n to the beach on the crest of a wave, and hauled her high up out of harm's way. The rescued crew was taken on board the Petrel and carried down the harbor to the town, where they were given every comfort, while the courageous life-savers, who had neither tasted food nor drink for more than 20 hours, loaded their boat on the truck, and started for their station, arriving shortly after darkness, cold and exhausted, their clothing heavy with ice.

Everything was put in readiness before the crew could sit for a moment to rest their weary frames, as there was no foreseeing how soon they might be needed again.

The captain of the brig, after he had been made comfortable in a boarding house in town, hardly realizing the trying experience through which he and his little family and crew had passed, told the following story:

"My vessel is the Fredericka Schepp and belongs in Mystic, Conn. We were on a trip from South Amboy to Vinal Haven with coal, intending to return with a cargo of potatoes. My wife wanted to accompany me and I consented. This is my first trip on the brig and it seems hard to have it end in disaster. Everything went along nicely until yesterday afternoon, when there seemed to be indications of a gale, and we anchored under Handkerchief, dropping the big anchor. The gale came on rapidly and in a short time we dropped the second anchor. We gave her all the chain that seemed necessary, and during the evening had not the slightest concern for our safety. In fact, my wife seemed to enjoy the experience and made a batch of candy in the cabin at 8 o'clock. I knew by the way the ship was pitching, however, and by the whistling of the wind through the rigging, that a fierce gale was raging.

I went on deck at 10 and then discovered that our craft was dragging her anchors. Gave her all the chain we had, but could not stop her. From

that time on we passed a fearful night. I kept the sounding lead going all night and knew precisely where we were, and unless our anchors brought up I was sure we would be thrown upon some part of the island of Nantucket.

I called all hands aft and made our position clear to them, telling them what our fate would undoubtedly be, and all the preparations were made for lashing ourselves in the rigging as soon as our ship struck. We took good care of the baby, wrapping him up warm and as cozy as possible, and arranged to lash him where the waves could not reach him. But we didn't have to take to the rigging. If we had, not one of us would be alive now to tell it. We would have been frozen in less than an hour.

We struck about 6 and the ship pounded so heavily that her seams opened up and in a short time her hold was full of water. We could see the life-savers at daybreak trying to launch their boat, and we knew they would save us before another night came, so we were patient waiters. The waves swept over us continually until the arrival of the surf boat. You know the rest."

Such was the story of the wreck of the Fredericka Schepp, which once again reveals the true value of the life-saving service, and emphasizes the fact that there are no braver men than those who enter the employment of Uncle Sam in this particular branch.

Only a few short months had passed when Capt. Norcross and his men were again called upon to leave their warm cots and rush out at night into zero atmosphere and a tempestuous sea, raised by the force of a 60-mile gale that swept the coast of New England, on Dec. 16 and 17, 1910. The night was hazy, making it impossible to discern anything seaward. The "dog" and first night watches had returned from their beats and the first morning watch had gone out. Surfman Fred Coffin had the patrol to the eastward in the direction of Great Point, and was doing his utmost to reach his key-post at the end of his route on time, walking along the dreary beach in the very teeth of the gale.

Shortly before 3 o'clock, when out from the station for nearly two hours, he saw a light about a half mile from the shore, and as he hastened toward a point on the beach directly opposite the place where he had seen the light through the haze, he could make out the three masts of a schooner, and the light he had seen was a torch being burned to attract the attention of any one on shore who could lend a hand to a shipwrecked crew. Crawling to the top of a sand dune, Coffin flashed his coston light. Instantly the torch in the hand of the sailor on the wreck waved back and forth, as an assurance that the surfman's light had been seen by the helpless men. For only a moment the life-saver waited in order to assure himself of the vessel's position, and then, with the wind at his back, he raced toward his station to give the alarm, throwing off some of his heavy garments as he ran. Almost exhausted he rushed through the station door, calling to his captain as

A LAPSE OF TWENTY YEARS.

Members of the Coskata Life-Saving Station Crew Who Went to the Rescue of the Crew of the British Schooner H. P. Kirkham, Twenty Years Ago Today—As They Looked in 1892.



From left to right—(Standing) Jesse H. Eldredge, Josiah B. Gould; (seated) John Nyman, Capt. Walter N. Chase, Charles B. Cathcart.

he entered that a vessel was stranded two miles along the shore, burning signals of distress.

There was no need of a call to the men. They had heard their comrade's few words to their captain, and instantly the were preparing to go out into the night. But a very few moments elapsed ere they were ready. With a cheer they ran their boat out and dragged it along the beach until opposite the craft, and shortly before daylight, after several attempts, they succeeded in effecting a launching. They could see the schooner plainly as day broke and made record time in reaching her and taking off the crew, all of whom were able to help themselves, with the exception of the mate, who had been injured during the night by falling over the after hatch. The return to the beach was at "race-horse" speed, with the wind and sea favoring, and Capt. Norcross landed at a point much nearer the station from that at which they left the beach. Before 7 o'clock the crews had put on dry clothing and were eating a hot breakfast in the station kitchen, while the gale howled outside and the thermometer still hovered in the vicinity of zero.

The vessel was the Thomas B. Garland, bound for Salem with a cargo of hard coal. A few days later the schooner's crew left for Boston in quest of another berth, their experience simply being a thing of the past with them. Following the sea was their vocation. It meant bread and butter to them, and the sea was their home.

And, lest the year should pass without the third disaster, this same brave keeper and his faithful men were again twice called within a day to risk their lives in the performance of their duty.

The first call came on the morning of Nov. 16, last. It was from Supt. Bowley, of the Second Life-Saving District, Cape Cod, and was relayed by telephone from the town. It said that a small vessel was somewhere off Nantucket with signals of distress in her main rigging.

"I searched for the craft in every direction with a powerful glass," said Keeper Norcross, "but could find no trace of her. Then I hastened to the lighthouse to see if the keeper there had any news of her. Sure enough, there she was, about four miles from shore, and I immediately telephoned to the telegraph office in the town for a cutter to come down from Boston. Then I hastened to the station, and in

as quick time as possible we were back to the lighthouse with our boat. The wind had increased to a gale, and the surf was terrific. Time and again we were thrown back as we endeavored to launch our boat. All day long we watched for an opportunity to get her through the surf, but were unsuccessful. We would have remained on the beach all night had I not received a wireless from Supt. Bowley saying that a crew from Monomoy on the cape shore had boarded the distressed ship.

We returned to the station at 8 p. m. leaving our boat where she lay. The glass was acting badly through the night, and fearing that we might need our boat at daylight, as some vessels could be seen in the vicinity of Handkerchief Shoal at sundown, I left with Surfman Barnes at 2.30 a. m., when he started on his eastward patrol, leading our faithful horse to bring her back to the station. When we reached a place where we could see over the strip of land running out to the point, we discovered a vessel on Great Point Rip, burning torches.

Hastening to the lighthouse, I called the station men by telephone, leaving Surfman Barnes to answer the distress call from the death-facing men on the wreck with his coston. At 4.30 our

men came running up the beach out of the darkness, and, taking a short rest after their three-mile run, before 5 o'clock we were prepared to make a try. The wind and a swift tide were against us, but we got through the breakers with only a drenching, and then began a struggle such as I hope we will never be called upon to repeat.

The cross seas were sweeping down from the rip, making it impossible for the men to keep stroke, and at times the oars were fairly blown from the oarlocks. During these gusts we were being blown out to sea and further away from the vessel every moment. After a three-hours' struggle we made a landing more than a mile further from the lighthouse than when we started, and getting our horse and truck we loaded our gear and dragged it back to the starting point once more.

There was no time for our men to rest. They understood the situation perfectly and knew that we could not reach the unfortunate men any too soon, as the masts were liable to go at any moment. It was bitter cold out there, too, and no man could live more than a few hours in such exposure. We had now been at work without a let-up for more than five hours. There was no chance to put on dry clothing, and the moment our boat was off the gear, every man was eager and ready for another attempt. The tide had changed, and now favored us, but the gale was unabated. We were, however, as fortunate as earlier in the morning in launching, and went away through the surf at the first attempt.

The help from the tide was noticeable, indeed, and once clear of the surf we headed directly for the wreck. We were gaining this time, and that fact gave us new courage. Wreckage was floating past us in great quantities, which meant that unless we reached the shipwrecked sailors in the rigging in a few moments, they were

lost, as no man among them had the slightest chance if the masts should go.

With blistered and bleeding hands our men never slackened until the distance had been covered and every man had dropped from the rigging into our boat. The return was quickly accomplished, and we landed without mishap at the light, where Keeper Gunnerson and wife had hot tea and coffee for us. Some of the sailors would not have lived another half-hour.

We left as soon as we could for the station, where all were given dry clothing and made comfortable. Owing to their weakened condition they were obliged to remain with us for two days before they were able to make the journey to town.

The vessel was the Charles H. Wolston, Macauley, master, with a mate, cook and three sailors."

The vessel and the cargo of coal, as is always the case when a ship strikes Great Point Rip, were lost, although Capt. Macauley remained on the island several days, by advice of his owners, to see if anything could be saved.

Such is Coskata's record for three winters. Situated as it is on the sandy peninsula of Coatue, with no habitation nearer than the lighthouse, 2½ miles away, and the town six miles distant, across the harbor, it is one of the most exposed and desolate stations

on the coast. Thirty thousand vessels pass through Nantucket sound annually, and Coatue makes a lee shore for all in a north or northwesterly gale. A portion of the ocean side of the island is also under the protection of Capt. Norcross and his men, which makes their territory one of the largest on the New England coast.

Capt. Norcross was born in the little fishing and farming village of Quidnet, Nantucket, on the shores of Sesachacha pond, and under Sankaty's towering cliff. The ocean was less than half a mile from his boyhood home, and from the little farm, the sea and the pond, he and his six brothers derived a good living until the death of their parents, when some of the younger brothers left the old farm in the hands of their seniors. Three of them entered the life saving service, the youngest, Horace, being one of his brother's crew at the time of the wreck of the Fredericka Schepp.

No vessel ever set a signal of distress off Quidnet when the Norcross boys lived there, or since, that wasn't speedily answered, and on more than one occasion the seven brothers helped make up the crew of volunteers that frequently were called upon a quarter of a century ago to man the Humane Society's life-boat.

Capt. Norcross has no superior as a surfman. He is a strict disciplinarian, and is well liked by the brave fellows who make their home under the same roof.

Francis H. Brown left Monday morning, enroute for St. Helena, where he will join bark Desdemona, as her chief mate.

THIRTY YEARS AGO.

Miss Kate Nevins, of this town, has been appointed teacher of a school in Worcester.

Representative Freeman has been appointed on the joint standing committee on fisheries.

A vessel was reported ashore at Great Point, Friday. It proved to be the hulk of a schooner sunk on the bar, some months since.

John A. Coffin, superintendent of the local gas works, has accepted an offer from the Gas Company of Gloucester, Mass., to take charge of its works.

TWENTY-FIVE YEARS AGO.

Isaac Hills has sold to C. H. Robinson a house lot at Sunset Heights, 'Sconset.

The steamer Island Home grounded on the bar, Thursday morning, on her outward trip.

At the annual meeting of the Pacific National Bank, held Tuesday, the old board of officers was re-elected.

Mr. and Mrs. Richard E. Congdon celebrated their fifteenth wedding anniversary on Monday evening, the 10th instant, at their home on Pleasant street.

TWENTY YEARS AGO.

The mercury fell to 18 degrees above, Wednesday night.

Joseph C. Thompson has been appointed assistant keeper of the Cross rip lightship.

John P. Coffin, John Williams, Jr., John P. Taber, William H. Hendricks, Alonzo Fisher, Chester Pease, Patrick Robinson, Everett James, Daniel W. Folger, Charles W. Cush, Horace Orpin and Joseph P. Gardner, the volunteer crew who boarded schooner Vulcan on the bar during a storm, last October, have been awarded \$3 each by the Massachusetts Humane Society, in recognition of their gallant service.

FIFTEEN YEARS AGO.

Good skating has been enjoyed by the young people, this week.

Schooners Fred Tyler and Abel W. Parker have been hauled up for the winter.

The town meeting warrant, on its first appearance this year, contained twenty-four articles.

Representative Gardner has been placed second on the Committee on Harbors and Public Land.

The Rev. J. Cullen Ayer, Ph. D., will lecture next week before the Unity Club, on "A Vacation Trip in Europe."

TEN YEARS AGO.

About two inches of snow fell, Tuesday night.

Married, in New Bedford, December 31, Nathaniel E. Lowell and Miss Grace C. Terry.

Representative Gardner is chairman of the Committee on Drainage and a member of that on Education.

The Rev. Fr. Cornelius McSweeney, for twenty years presiding over the

Reminiscences

FORTY-FIVE YEARS AGO.

Mrs. E. F. Moore has opened a dancing school.

The codfish bounty for the district of Nantucket for the past year comprises five vessels and amounts to \$1,049.

At a militia meeting, held in G. A. R. hall, Saturday evening, the following officers were elected: Captain, William Summerhayes; 1st Lieutenant, Josiah F. Murphey; 2d Lieutenant, William R. Bunker.

FORTY YEARS AGO.

Schooner Onward, of this port, fell in with the wreck of a lumber-laden schooner, Monday, and towed her a short distance, when she delivered her to the U. S. cutter Mahoning.

At the annual meeting of the stockholders of the Pacific National Bank, held Tuesday evening, the following were chosen directors for the ensuing year: Elisha P. Fearing, Matthew Crosby, George Cobb, Eben Coleman, Frederick C. Sanford, Timothy W. Calder, Andrew Whitney, Joseph B. Macy. At a subsequent meeting of the directors, F. C. Sanford was re-elected president.

THIRTY-FIVE YEARS AGO.

Albert Easton has sold his farm at Eat Fire Springs to J. B. Tibbets.

Recorded for the year closing December—81 births, 25 marriages, 139 deaths.

Married, in Cotuit, December 31, Howard C. Goodspeed and Miss Ella M. Pease.

Roman Catholic parishes of Falmouth, Wood Hole and Nantucket, has removed to the Church of the Immaculate Conception at Fall River.

FIVE YEARS AGO.

David W. Burgess passed away at his home on Liberty street, Saturday, the 12th inst., after a long illness.

For the year ending December 31, 1906, there have been 37 births, 24 marriages and 90 deaths in Nantucket.

Dr. J. D. Lyons has opened his dental office in Folger block, heretofore occupied by Dr. George D. Richmond.

A lobster, record-breaking in size and weight, was caught by Capt. James Smith, of the steam trawler Gypsy Maid, Thursday. It was 7 inches long and weighed 14 pounds. Its left claw was 12 inches long and 3 inches wide.

Feb. 3, 1912

An Auto-Chemical

The question of purchasing an automobile chemical engine for the fire department is to be considered at the annual meeting and it is something that should receive respectful attention, too, even if there is the dreaded work "automobile" tacked onto it. An auto-chemical would provide a means of fire protection which could be gotten to the scene of a fire promptly, and once there would provide a method of extinguishing the blaze before it reached large proportions. The best time to put out a fire is before it has commenced, but the next best time is while the blaze is smouldering—and that is just where a chemical engine would come in handy.

The firewards have recommended the purchase of a chemical, but they do not specifically recommend the purchase of an auto-chemical, though we have no doubt the majority of the board would strongly favor the latter. Possibly it is fear of that old bug-a-boo about automobiles on Nantucket that held them in check and caused the article to be inserted in the warrant instead of the subject being broached through the firewards' direct recommendations. At any rate, the voters will have the opportunity to discuss the question of "automobiles" in connection with the efficiency of the fire department.

Drove Across Sesachacha Pond.

Yesterday Fred Heighton performed a feat that has not been witnessed on Nantucket for many years. He hitched his horse to a truck wagon, drove him across Sesachacha pond, threw on a large load of kelp, and then returned across the ice the same way he came. And he made several trips across, too, the horse and wagon carrying a heavy load each time.

Children Cry

Personal

Miss Marianna Hussey was a passenger from the island Monday morning.

Mr. and Mrs. Alfred F. Ray, who have been spending several months in Roxbury, returned to the island this week.

In the list of the members of the Harmonious Hustlers, printed last week in these columns, the name of Miss Elizabeth Long Sylvia was unintentionally omitted.

Capt. John Killen has taken out nomination papers for selectman. The Captain takes kindly to public office and has already served a number of years on the board.

Mrs. John R. West was among the passengers on steamer Nantucket, Thursday, having been summoned to the mainland by the serious illness of her daughter Mabel.

The Portland (Me.) Express of January 26th says: "Dr. and Mrs. Walter E. Tobie, of Deering street, are entertaining Mrs. Tobie's cousin, Mrs. Love (Baxter) Bucknam of Nantucket, Mass.

Best Tea at Nantucket Tea Co.

Among the arrivals on steamer Nantucket, Wednesday, were Reuben C. Small, Miss Dorothy Small, Miss Olive Allen, John K. Ayers, Albert W. Ellis, Harry B. Smith, Mr. and Mrs. Albert F. Ray.

We regret to learn of the death of Sarah L., wife of Harry P. Tebbetts and daughter of Sarah S. and the late Albert Folger, whose demise occurred Thursday afternoon, after a brief illness. Mrs. Tebbetts for many years has been a member of the First Baptist church and an earnest worker in its behalf.

We are in receipt of a copy of the annual report of the school committee of Danbury, Ct., a volume covering eighty-two pages. The larger portion of the book comprises the report of the superintendent of schools, George H. Tracy—a Nantucket boy who has made his mark in the world. Mr. Tracy has been superintendent of Danbury for five years and is one of the best known educators in the state of Connecticut.

Who Knows?

Editor of The Inquirer and Mirror:

Would you be willing, through the columns of your paper, to help my aunt, a native of Nantucket, trace the authorship and remaining verses of a song which she sang, as a child, about 1846, in the West Grammar School? She remembers the first verse, with the chorus, as follows:

"On old Nantucket's sea-girt isle,
Many an hour I've whiled away,
Listening to the breakers roar,
As along the sandy beach they played.
Then who would leave our island fair—
Whose shores are washed by ocean's wave?
And who would leave our own pure air
And rolling surf our limbs to lave?"

Chorus:

We raise our voices loud and free
And fill the air for many a mile,
Then let our tuneful chorus be
On old Nantucket's sea-girt isle."

Very truly yours,

Helen C. McCleary

Brookline, Jan. 30.

Reminiscences

FORTY-FIVE YEARS AGO.

Schooner Sarah of New Bedford, has been chartered by the lighthouse department, to be placed at the Hen and Chickens shoal, in place of the regular vessel, which is temporarily replacing the Cross Rip vessel, which has broken adrift.

High School graduation held on Friday. The following essays were delivered: "Ambition," by Harrison Dunham; "Power of Association," by Augustus Macy; "Self Reliance," by Wilson Macy; "My Journey to the Temple of Knowledge," by Alanson S. Barney; "Rest," by Susie C. Allen; "A Good Cause Makes a Stout Heart," by Mary M. Coleman; "Influence of Natural Scenery on Taste," by Sarah M. Bearse; "True Honor," by Mary S. Whippley. The valedictory was delivered by Eva Barnard.

FORTY YEARS AGO.

The annual public examination of the Coffin school was held on Friday.

Married, in San Francisco, 17th ult., Oliver Henderson and Miss Ella Coffin, formerly of Nantucket.

The Rev. G. A. Morse lectured in the Atheneum, Thursday evening, on "The Dignity of Labor."

Married, in North Bridgewater, 22d ult., Lewis R. Randall, of Easton, and Miss Phebe Ann Worth, of Nantucket.

THIRTY-FIVE YEARS AGO.

The high wind of Thursday kept the steamer at her dock.

The sound was dotted with steam and sailing craft, Friday.

Schooner Ellen H. Gott, formerly owned here, and employed as a fishing vessel, was sunk by the ice in Chesapeake Bay, last week.

The house and land on Gorham's court, adjoining the Bay View House on the east, have been sold by the heirs of the late Charles Worth, to Joseph H. Nickerson, for \$500.

THIRTY YEARS AGO.

Parties are harvesting six-inch ice on Hummock pond.

Married, in New Bedford, 11th ult., Harry C. Thayer and Miss Hattie A. Macy.

Harry Platt, of Washington, D. C., is to move here, and will engage in the photography business.

Mr. and Mrs. Uriah S. Manter observed their golden wedding anniversary on Thursday, the 19th.

Married, in this town, 26th ult., by the Rev. Daniel Round, Charles W. Lawrence and Mary C. McInerney.

TWENTY-FIVE YEARS AGO.

Joseph M. Folger & Son has noused about two-thirds of their ice-house capacity with ice.

An order was adopted in the Senate, Thursday, that the bill transferring Muskeget and Gravelly islands to Nantucket, be taken from the files and referred to the judiciary committee.

The pupils of the High school gave a reception to the graduating class, Saturday evening. The graduates are George S. Burdick, Chester M. Sylvia, Susie A. Barrett, and Anna G. Fish. Post-graduate, Mamie L. Royot.

Feb. 10, 1912.

TWENTY YEARS AGO.

Josiah Freeman assumed the duties of postmaster on Sunday.

Ice made in the ponds, Tuesday night, to the thickness of three inches.

A lot of lobsters washed ashore on the Cliff beach during Saturday night's storm.

Dr. George H. Gardner, of Baltimore, Maryland, formerly of this town, has been appointed one of the attending physicians of the Maryland Homeopathic Hospital, general medical department.

FIFTEEN YEARS AGO.

No boat three days this week, owing to high winds.

Captain George W. Coffin has been appointed president of the Naval Steel Board.

The engagement is announced of the Rev. Edward A. Tuck, of this town, and Miss Grace E. Whitson, of Newburgh, N. Y.

Miss Mary Waitt, for a number of years teacher in the Falmouth Grammar School, has resigned, to accept a position in a Brockton school.

Max Wagner has been transferred to the U. S. Signal Station at Vineyard Haven, and W. W. Neifert and George E. Grimes, of that station, have been transferred to Nantucket.

TEN YEARS AGO.

Principal H. H. Rice, of the local High school, entertained the seniors on Friday evening.

Married, in Nashua, N. H., 16th ult., Charles E. Congdon and Miss Anne M. Ramsdell.

Married, in Jersey City, N. J., 14th ult., Miss Florence Buchanan and Howard S. Jelleme.

The ode for the local graduating class has been written by the late principal, Stanley E. Johnson.

New candidates for town office: J. M. Winslow and W. H. Norcross for selectmen, and Arthur C. Cary for constable.

FIVE YEARS AGO.

The ice men are harvesting five and six-inch ice.

Married, in Stoughton, 8th ult., Walter M. Folger and Miss Mabelle Bullard.

The harbor was full of ice, Friday, and a freeze-up was feared. Late in the day the wind shifted to the south and a snow storm was in progress.

The Young Women's Christian Association was the scene of a house warming, Saturday evening, when Miss Alma F. Hunt, the new secretary, was introduced.

Walter Allen, of this town, has recently been awarded a \$200 scholarship at Phillips Exeter Academy, and has successfully passed the preliminary examinations for admission to the Massachusetts Institute of Technology.

Steamer Nantucket Has a Hard Experience.

It was a genuine surprise to the islanders when word came over the cable Sunday morning that steamer Nantucket had left Woods Hole with passengers and freight for Nantucket, for a thick snowstorm had been raging since daylight and the conditions looked disagreeable. The boat came through, however, and about two o'clock met the heavy ice off Brant point, which held her back a half hour, until the outgoing tide loosened it up enough to permit her to reach the wharf.

She brought only a half dozen passengers, but was heavily laden with freight, which was not discharged until dusk. Notwithstanding the lateness of the hour, Captain Furber felt called upon to make an effort to get out of the harbor again, as the weather bureau had issued a cold wave warning, and at 5.45 o'clock the steamer put out, as it proved, to meet with a severe experience in the ice outside the bar.

Before she had rounded Brant point, the wind suddenly breezed up from the northwest and within a few minutes had increased to a small-sized gale, and the few who anxiously watched the boat's progress along the channel, from a vantage point on the cliff, wished that she were back at her berth again, for, as far as the eye could see, as darkness fell, there was nothing but an expanse of white ice, where but a few hours before had been the open sea.

The steamer succeeded in passing the jetties, but ran into the ice before she had gone many feet beyond, and it proved to be driven in as solid as a rock, making a barrier into which she was unable to make an entrance. Captain Furber made a determined effort to break out, but the attempt was useless, and the increasing wind added to the adverse conditions. The tide was almost on ebb and the action of wind and ice suddenly swept the steamer around until her stern caught on a "knoll," in which position she was held fast until about 8 o'clock, with her bow headed eastward.

To the watchers on shore it was apparent the boat was in a predicament, for the bright ray of the search-light as it was flashed around over the ice outlined the mounds on the eastern jetty, and showed that she was lying stern to the wind. It was a relief to all when the position of the steamer's lights showed that she had turned around and was headed in towards the channel, and when Captain Furber gave a prolonged whistle as the boat rounded Brant point, after over two hours in the ice outside Nantucket bar, many an anxious heart gave thanks for her return without mishap. It was a trying experience—one of the worst which the Nantucket has ever encountered.



Captain Furber, of Steamer Nantucket.

tered in the quarter of a century during which she has plied across Nantucket sound.

Among those on the steamer Sunday night were: Lincoln Burgess, Walter D. Glidden, Chief of Police Kelly, of Nantucket, Capt. Anderson, of schooner Julia A. Berkele, Noah P. Appleton and Royal C. Appleton, of Brockton, and Albert W. Ellis, of Boston. All of them were thankful for their safe return, after the two hours' experience in the ice, and they speak in the highest terms of the efforts made by Captain Furber to escape from the clutches of the ice-fields and of his skill in bringing the steamer out of a dangerous position without mishap. It was an uncomfortable experience for all on board.

Candidates.

Following is the list of candidates to be voted for at the town election to be held on Wednesday next:

Selectmen—Walter N. Chase, Warren B. Chase, Philip L. Holmes, Orison V. Hull, Roland B. Hussey, John Killen, George E. Mooers, Edward H. Perry, Henry Riddell, William T. Swain.

Treasurer—G. Howard Winslow.

Collector of Taxes—Arthur H. Gardner.

Assessor (three years)—Charles J. Fisher.

Sewer Commissioner (three years)—James Y. Deacon, David W. Lewis, Arthur Williams.

Tree Warden—Clinton C. Macy, George Millard Winslow.

Auditor—Edwin A. Peterson.

School Committee (three years)—Josephine S. Brooks, Sarah H. Fishback, John C. Ring.

Constables—Chandler B. Gardner, Joseph A. Johnson, Jr., Herbert McCleave, Frank L. Richrod, John A. Scott, William E. Small, Alexander C. Swain.

Firewards—Maurice W. Boyer, Joseph C. Brownell, Frederick S. Chadwick, Charles G. Coffin, Robert W. Coleman, Horace L. Gibbs, Arthur A. Norcross, Charles H. Pitman.

Alarm of Fire.

An alarm was sounded Monday morning from Box 58, for a slight blaze in the upper story of the grocery store of Patrick Keane, at the foot of Main street. Some straw, etc., which had been stored near the pipe leading from the stove to the chimney, started to smoulder, but it was extinguished before the apparatus arrived on the scene, a bucket of water doing the trick. No damage was done.

Revenue Cutters Made Landings at Quidnet.

Last Saturday the revenue cutter Acushnet came down to Nantucket with passengers and mail, but being unable to gain entrance to the harbor, was obliged to steam around to the east end of the island and effect a landing on Quidnet beach. This is the first time the Acushnet ever attempted to reach Nantucket, during the four years she has been in service in this district, and even at this time she made no great effort to break through the ice at the bar, her commander, Lieutenant Wiley, evidently not caring to venture in the shoal waters around the bar at the channel entrance.

The islanders, when they learned by cable that the Acushnet was coming across the sound to the relief of Nantucket, anticipated no difficulty in the cutter making the channel, but the opinion quite generally prevailed that she would have to land mail and passengers at the point, owing to lack of sufficient water at the docks. When she gave up the attempt to enter the harbor and steamed away to the north-east, the several hundred persons gathered on the point, at Beachside and on the cliff were surprised and disappointed, but a telephone message from the wireless station at Sconset brought the encouraging news that the Acushnet would make a landing at Quidnet, and the mail and intending passengers were soon being hustled over the nine miles of rough, icy roads to that point.

The cutter ran outside the shoals, the trip from the bar to Quidnet covering about eighteen miles, and at 8.30 o'clock she dropped anchor a short distance from shore. Off the east end not a particle of ice was visible and as there was only a slight swell heaving upon the beach, the mails and passengers were transported between the cutter and shore without any great difficulty. Two dories manned by William H. Norcross and Frank P. Chadwick and Bertest H. Ray and Fred B. Maglathlin left the beach with the mails even before the cutter had reached her anchorage, and the return trip was made with the dories heavily laden with the sacks of mail matter which had been accumulating at Woods Hole since the previous Wednesday.

Passengers brought ashore from the Acushnet were: Mr. and Mrs. Arthur Williams, Noah P. Appleton, Royal C. Appleton, Alfred Dawson, Constables James T. Worth and Orison V. Hull, and a trained nurse who had been summoned to Nantucket. Those taking passage on her were: Miss Charlotte Owen, Mrs. Clinton C. Macy, Mrs. A. H. Ginman, John R. West and family, all of Nantucket, Frank Covil ("Bill," the grain man" of New Bedford), and Henry Phinney, of Boston, also a commercial traveller. Two others who intended to take passage on the cutter failed to get into the dory when it made its last trip, and they did not leave the beach until the cutter was weighing anchor—too late to get aboard.

But for the fact that a Nantucket pilot, Orison V. Hull, was at Woods Hole, it is very doubtful if the Acushnet would have made any effort to reach the island. Pilot Hull, however, went to Lieutenant Wiley personally with the arguments necessary to convince the commander that he would be justified in making the trip to Nantucket, volunteering his intimate knowledge of the conditions on Nantucket bar and in the channel, when the Acushnet ventured into the locality where she had not been before.

The Acushnet's commander did not care to take any risk of being caught in the channel or on the bar, which would prevent him answering any wireless call for assistance to a distressed vessel (the real mission of the cutter) so when he sounded 2½ fathoms as she approached the jetties he decided it imprudent to continue the effort to reach the harbor, and upon Pilot Hull's suggestion made the eighteen-mile trip around to Quidnet. This experience has demonstrated that even the government revenue cutter has a horror of Nantucket bar and the many shoal spots about the harbor entrance, and it is very doubtful if the people of the island ever see her steam in through the jetties.

Lieutenant Wiley has been in command of the cutter but three months, having been transferred to this district after many years experience on the Lakes. He has with him, however, as master's mate, George Robinson, who was formerly a mate on the Nantucket line, and is considered one of the best pilots in these waters.

The cutter draws 14½ feet of water, and the captain thought the trip around the east end to Quidnet preferable to the risk of running aground. Still, there are hundreds who would like to have seen the cutter make a more determined effort, in view of the countless promises that were made by Congressman Greene and others at the time she was built, especially when it is considered that there is now seventeen feet at low water in the channel at Nantucket, and that the Acushnet ran into the ice at flood tide.

Upon the request of Postmaster Hammond, the revenue cutter Gresham, which was at Woods Hole, Thursday, was ordered to proceed to Nantucket with mail and passengers. She left yesterday (Friday) morning at 7 o'clock, reaching an anchorage off Quidnet

about 11, and landed six passengers, fifty-four sacks of mail, twenty bundles of papers, a supply of yeast cakes, and the moving picture reels. She took away the out-going mail that had accumulated at the local office up to 9 o'clock yesterday morning, and the following passengers: Noah P. Appleton, Royal C. Appleton, Albert W. Ellis, Walter E. Kelley and Mrs. Benjamin Hopkins. Those arriving included Mrs. Clinton C. Macy, Albert P. Pitman, Edward Mansfield, Martha Manter, Mrs. Alonzo D. Fisher and T. C. Marchant. H. G. Haddon and Mr. Veidler, of Woods Hole, made the passage as a pleasure trip.

Once in a while a stray robin is seen in a snow drift shivering with the cold. What the poor things live on is a mystery, but it is a fact that there are many of the birds on Nantucket this winter, and occasionally one is heard chirping—though we fail to see what anybody or anything can find to chirp over this winter.

Hundreds Crossed the Ice.

While the revenue cutter Acushnet was in the ice at the bar, Saturday afternoon, a crowd of at least a hundred persons was gathered on the wharf, and when it was seen that the cutter was making little, if any, headway through the ice-fields, there was a quite general rush across the ice from the wharf to Brant point.

Men and women, boys and girls, all ventured over in safety, but Miss Elizabeth Smith, in jumping from the wharf onto the ice, struck a soft spot where the tide had ebbed, and broke through into the chilling water beneath. In an instant Josiah F. Murphey, who was standing on the wharf above, reached over and grasped the young lady by the hand, and J. Butler Folger and Charles G. Cash also sprang to her assistance, so that Miss Smith was prevented from complete immersion and was restored to terra firma in a moment. The mishap caused considerable excitement, but the fact that one young lady had broken through did not deter many others from venturing across the ice, for there was considerable pleasure in the novelty of the thing.

Miss Clara Jones, daughter of Mr. and Mrs. John C. Jones, was also the victim of a chilly bath, falling through a soft place in the ice near the wharf shortly after Miss Smith's escapade.

A Scarcity of Eels.

There is a shortage of eels in Nantucket harbor, and the men who have been at work spearing daily since the ice came now report it very difficult to obtain even a "mess" for their family use. A month or six weeks' continual drain on the supply of eels in the mud has about depleted them, and Wednesday afternoon the gang of men at work spearing between the south beach and the Shimmo shore secured less than fifty pounds altogether. One of them informed us that he had been at work three hours and a half

and caught but one eel, while another stated that he had not caught enough for his own supper.

About fifty persons and a dozen teams drove over to Quidnet from town, 'Sconset and Polpis, last Saturday afternoon, to witness the landing of the mails and passengers from the revenue cutter. It was a long, cold drive of about eighteen miles from town.

Feb. 17, 1912

ICE-BOUND.

The turquoise sea of June is white with cold,
And on its cameo-face, in outline bold,
Our isle is cut; her low-ranged hills unfold,
Carved by the patient years.
The chilly days and nights come on apace;
The moon looks down with calm and smiling face;
And where she smiles, new jewels take their place,
Made in the wintry rime.

Strange alchemy and power! 'Neath summer skies
Nantucket like a lovely emerald lies,
Approached by eager, wistful, loving eyes,
That name her "Island Home."

While now the guardian stars their vigil keep
She rests secure, The waters' cold, white sleep
Shall change to life; the crystal ice shall weep
In sun-flashed, diamond tears.

Low-pulsing 'neath the hard, cold face we see
Old ocean's heart is beating mightily;
Spring nears, and Nature's loving ministry
Waits on the God-watched years.

Rev. Louise S. Baker.
In "By the Sea," 1893.

W. 111 142 - 31

PER ASPERA AD ASTRA.

'Twas winter on Nantucket—
Loud roared the biting blast—
As I o'er the lofty snow-clapped cliffs
The ragged scud flew past.
As far as human eye could reach
The ice-pack filled the view;
Bold Remsen out at Sankaty
Was feeling mighty blue.
"Odds bobs," quoth he, "I muchly fear
Those yeast cakes can not land;
Ah, me! that I might transferred be
To India's coral strand."

Then up spake Captain Conway:
"Come, stow that beefing, Joe;
'Tis true the yeast cake crop has failed
And eels are all the go—

But ponder on the deathless fame
Vouchsafed to almost none
We get from ed-l-tor-lals
In the New York Sunday Sun."

D. H.

Some Alfalfa Don'ts.

Don't fail to provide for ample inoculation; soil from an old alfalfa field is best.

Don't sow poor or weedy seed.

Don't sow on a weedy soil.

Don't sow on any but a sweet, well-limed soil.

Don't sow on poorly drained soil.

Don't sow on any but a finely prepared, well-settled seed bed.

Don't pasture the first or second year.

Don't lose the leaves; they constitute the best part of the hay.

Don't seed a large acreage to begin with. Experiment on a small area first.

Don't give up. Many prominent alfalfa growers finally succeeded only after many failures.

NG, FEBRUARY 24, 1912

FREEZE-UPS OF LONG AGO

The Experience of the Old Steamer "Island Home" in 1881.
Wreck of Schooner "Mary Anna" in 1871.

(Simon J. Nevins, in Boston Daily Globe, Monday, February 12.)

Thirty-one years ago today Nantucket, which has been ice-bound for nearly two weeks, found itself in even worse condition than now from the ice embargo, which invariably seems to encompass that locality in February.

At that time, as at present, the ice had been collecting for several days, being driven across the sound by moderate westerly winds. Suddenly the temperature dropped to zero and for many days hovered in that vicinity.

There were several vessels endeavoring to work their way through the sound when the blizzard came on, and many sought a lee under Handkerchief Shoal, dropping both anchors and giving all the chain possible. Others were successful in passing out through the South channel, around and between the reefs and shoals, out to sea. And these latter were among the more fortunate, for the following day the gale swept large fields of broken ice down through Vineyard Sound and across the shoals to the shores of Nantucket, carrying everything before them.

The entire coastline of the island from Smith's Point at Madaket to Great Point at Coskata forms an almost perfect crescent, and not only makes a

There was no help for the unfortunate schooner further out in the moving ice. Back and forth she was carried until she was finally piled up on Great Point Rip, where she remained hard and fast until she became a total wreck. She was the schooner Uriah B. Fiske, bound from Weymouth, Mass., to Charleston, S. C., with a

load of fertilizer in bags. She was a handsome vessel, and commanded by one of Boston's best-known skippers of that day. He had brought his vessel safely across Massachusetts Bay, down the Cape Shore and through dreaded Pollock Rip, and in a few short hours would have passed through the sound, rounded Cross Rip lightship, and been safe in Vineyard Haven. But the blizzard caught him, and added one more to the scores that had left their bones on the treacherous rips at the island's easterly end.

For days the remainder of the fleet were held fast in the solid ice, and were visited by men from the island, some of whom walked a distance of seven miles over the ice to see if assistance was needed.

The steamer Island Home had been in Woods Hole for 10 days. Her commander, Capt. Nathan Manter, had for 30 years crossed the sound and had never met disaster. There was no telegraph to Nantucket in those days, no wireless to flash to him the condition of things in his old home. He knew it would be impossible to make the harbor, but he had often landed mail and provisions at the edge of the solid ice, where willing hands had assisted expressmen in carrying it ashore. For several days a herd of seven steers had been kept on board the steamer at her wharf in Woods Hole, which had been sent from the stock yards at Brighton to the island's butchers. These must be fed and kept warm, and there was no place owned by the company at Woods Hole suitable for the purpose. So they were driven on board the steamer, where they must remain until the trip across could be made. Mail, express matter and freight had arrived in such quantities that the old steamer was down below her waterline.

Near the end of the second week a start was made from the mainland. Capt. Manter had decided to get as near the shore of Nantucket as possible, and drop the mail and provisions at least. The weather was perfect, with a clear sky and a light northerly wind, but still cold. Large fields of ice were encountered in the vicinity of Cape Poge and passed without mishap. Along by Cross Rip and through Tuckernuck slue the old boat sped, and was fast approaching the edge of the solid ice off the cliff, when the wind suddenly increased to a gale, and the thermometer again started downward.



The Late Captain Nathan Manter.

lee shore for everything afloat in the northerly or westerly wind, but its extreme ends serve as arms reaching out to grasp all that come within bounds.

For several days the harbor had been icebound, and now each morning's view was revealing more and more ice to the northward and scarcely any water at all. Finally the moving ice seized the schooners at anchor under Handkerchief, and carried them off to the eastward as though their anchors had been of no service whatever. Back they would come with the changing tide, all but one of them finally becoming frozen in the solid icepack in the chord of the bay.

The venerable skipper gave up all hope of his trip and endeavored to make a hasty retreat for the mainland. 'Twas too late. The rising wind had cemented the drifting ice on the shoals into one solid mass, and there was no escape. As far as the eye could see there was but little open water, and that was fast fading from view to the southward.

Completely hemmed in on all sides, the captain again came about and headed for Nantucket, and drove his ship as far into the ice off the cliff as possible and for another week she lay there as snugly as though she had been at her pier. The ice rapidly closed in around her, and by night she was within its firm grasp. All during the day hundreds of the townspeople had watched the boat's maneuvers and at daylight the following morning she could be seen about two miles from shore, in about the same position as on the night before.

Arrangements were made with the marketmen to whom the cattle were consigned to receive them over the ice, and the following morning, with burlap tied around their fore feet they were sent down the gang-plank and driven safely across the ice to the shore. The mails and much general merchandise were also sent ashore on sleds.

The cold weather continued unabated for more than a week, when the steamer's supply of coal was found to be exhausted. Men and teams were soon in great demand, carting the coal across the island to the beach, where it was relayed on sleds drawn by men and punks drawn by horses across the ice to the steamer's side.

And then came a spell of "soft" weather. The ice rotted rapidly, and just before noon, several days after her capture by the ice, the steamer was released and arrived safely at Woods Hole in the afternoon, little the worse for her unusual encounter. The same thaw released the imprisoned fleet, which made record time in getting to cover.

Ten years previous to the above occurred a freeze-up which was probably one of the most disastrous in the island's history. The ice was so thick in the harbor and creeks that it was next to impossible to cut through it. As was always the case in those days, the embargo started with a blizzard from the northwest. Among the vessels to be caught in the gale was the schooner Mary Anna, Capt. F. G. R. Lennan, bound from a coal port to Boston. The captain was born in Maine, and was a master mariner at 21. During the Civil War he was executive officer of the revenue cutter Newburn, and at its close again took up the coasting traffic, and was very successful. He little dreamed as he came through Long Island sound on this fateful trip that it was to be his last.

All went well until the schooner was making good progress between Cross Rip and Handkerchief. Here the blizzard came upon her and her little crew with full force. There was no opportunity for escape. It was impossible return to Vineyard Haven and the South Channel was no place for a little vessel in winter, loaded as deep as was the Mary Anna. Her captain knew there was not sufficient



The Famous Steamer Island Home.

water on Nantucket bar to allow her to pass over it in safety, but there was nothing left. The schooner was headed for the bar, where she struck early on Sunday morning, February 4, 1871.

There were no life-saving stations in those days; but the Humane Society had many of its boats in small houses along the coast. But the ice was forming so fast that a boat was useless. The steamer attempted to make a passage through the ice, but was finally held at the entrance to the harbor. Hundreds of townspeople huddled together on the beach, about two miles inside of where the vessel lay, all powerless to render assistance.

The ice formed rapidly between the wreck and the shore, and later in the day eight young men, with two dories, made their way over it, in zero temperature, to the bar, taking off the

continued with the Boston & Maine after the former road was leased by the latter, until his death, which occurred last June at the home of his daughter, in Belmont, Mass.

There was little actual suffering among the islanders in those days. Fishing and farming were the only industries, cod and haddock being taken in good quantities during the fall and spring, and an abundance of bluefish in the summer months. Everybody was comfortable then, but circumstances are entirely changed now. There is little fishing from dories for cod and haddock in season now, and all who look to the water for their support are engaged in the scallop and quahog fisheries. From October 1 to March 1, fully 100 power and catboats of all sizes are engaged in dredging for the popular scallop. Each boat carries at least two men, and besides scores of men and boys are employed in opening and preparing the scallops for shipment to the New York and Boston markets. It is the principal sea industry of the island now, and the income from it in an open winter is very large, all things considered.

For more than a month past the ice has made it impossible for the dredgers to carry on their work. Everything is now at a standstill, and what is more disastrous is the fact that a freeze-up like the present one not only shuts off the work while it lasts, but practically ends the season, as the anchor ice kills the scallops.

Formerly during a freeze-up men, and boys, too, would cut holes through the ice and spear for eels, catching them sometimes by the basketful. For some reason there are few of these species of fish now where they once abounded.

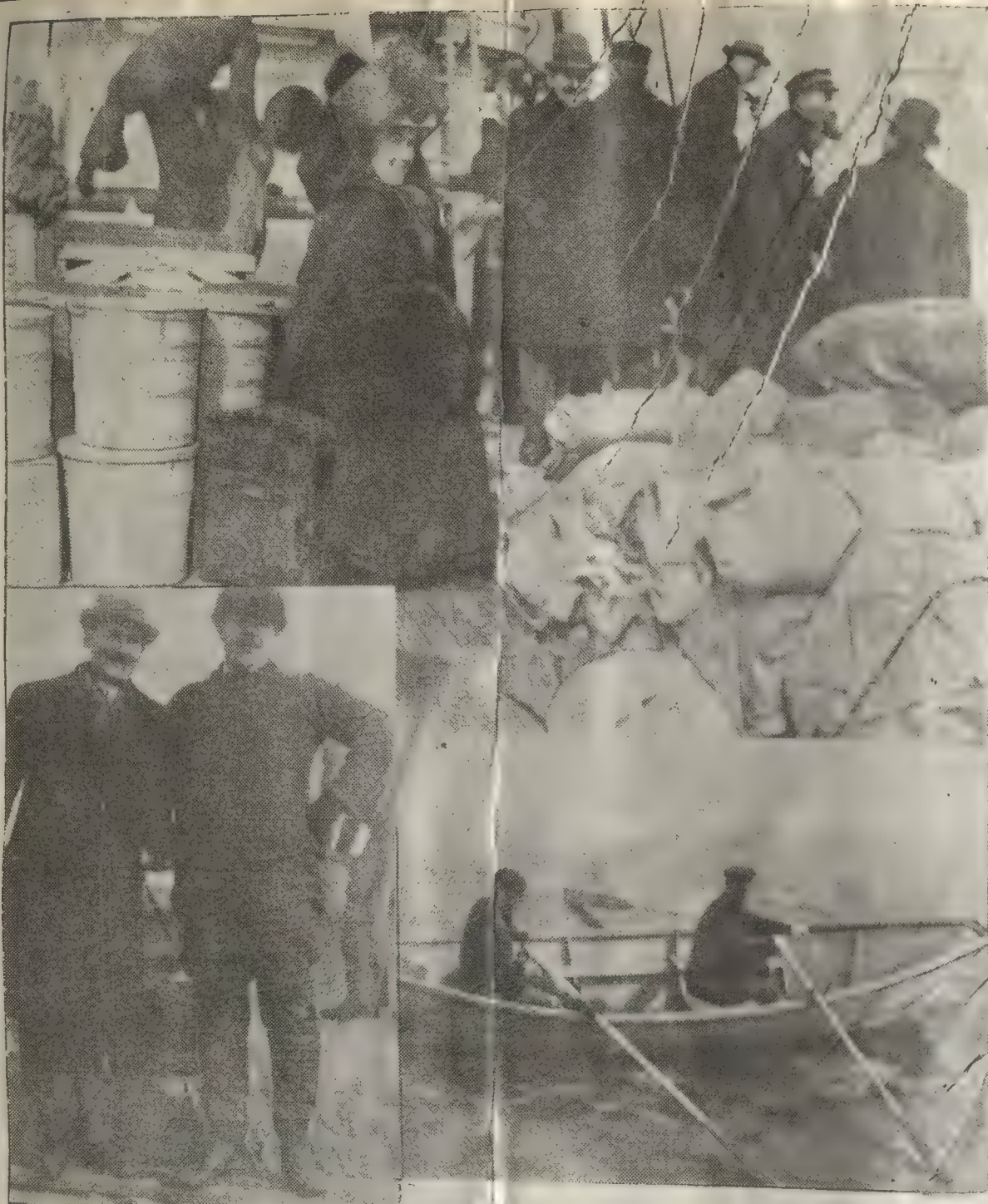
The outlook at this writing is by no means a pleasant one. The principal winter industry is ruined for this season and there is little for Nantucket to look forward to in the interim preceding the advent of the summer visitor.



James A. Holmes as he looked forty years ago.

captain and crew and bringing them safely ashore in the darkness of one of the bitterest New England winter nights. The young men received the highest medal in the Massachusetts Humane Society's gift, as well as the thanks and praise of the community in which they lived, and have ever been referred to in rescue annals as eight of the bravest men in Nantucket's history.

And although 41 years have elapsed, four of the eight are still living. They are James A. Holmes and Henry C. Coffin, of Nantucket, Capt. Isaac Hamblin, keeper of Edgartown light, and Alexander Fanning, of Campello, Mass. The vessel was a total loss. The following year Capt. Lennan entered the employ of the Fitchburg Railroad, and



Courtesy of the New Bedford Standard.

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1771

Union Lodge

F. & A. M.

1912

Regular Meetings First Monday
in Each Month.

March 16, 1912.

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Nantucket Farms Need Lime.

Some time ago we collected samples of soil from several Nantucket farms and sent them to the Massachusetts Experiment Station at Amherst for examination.

Professor Brooks, director of the Experiment Station, reported that the general character of Nantucket soil was so well known to the experiment station that it would not be worth while to make a thorough chemical analysis of each sample, especially as the fitness of soils for farming depends much more on the structure and physical characteristics of the soil than on the proportion of the different chemical plant food elements contained.

Not knowing exactly how the samples were obtained, Prof. Brooks could not give any detailed report, but we think the farmers of Nantucket would be interested to know what even a superficial examination of the soil brings out. Professor Brooks writes as follows:

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Sample sent from farm of John Roberts is a sandy loam and quite acid. Should receive a small application of lime—perhaps 1,000 pounds to the acre.

That from the farm of Mary E. Crosby was a coarse, sandy soil and quite acid. Will need lime for most crops.

Soil from farm of Levi S. Coffin was rather sandy and quite acid and would also need an application of lime.

From the farm of W. Channing Cabot, the soil was light and sandy, but only slightly acid. May need a little lime.

Reminiscences

FORTY-FIVE YEARS AGO.

Boats putting out from the south side of the island have gotten good fares of cod, this week.

A severe snow storm, lasting over Wednesday and Thursday of this week, afforded excellent sleighing.

Schooner Ellen H. Gott, Smalley, of this port, arrived at St. Thomas, 21st instant, from New York, having received some damage en route, losing part of her deck load.

FORTY YEARS AGO.

Alfred Macy, Esq., of this town, is one of the vice-presidents of the State Grant Club, organized in Boston this week.

Married, in this town, February 22, by the Rev. S. D. Hosmer, Franklin H. Folger and Miss Nellie T., daughter of Capt. Zenas M. Coleman, both of Nantucket.

The new school committee organized on Tuesday evening, by the election of William H. Macy as chairman, Joseph Marshall treasurer, and William H. Waitt secretary.

THIRTY-FIVE YEARS AGO.

Capt. John M. Winslow launched his yacht, the Mable, on Wednesday.

All Nantucket celebrated inauguration day on Monday evening, there being a generous display of flags, bunting and illumination.

Married, in Brooklyn, N. Y., February 27, Edward H. Johnson, of Brooklyn, and Miss Mary E. House, formerly of Nantucket.

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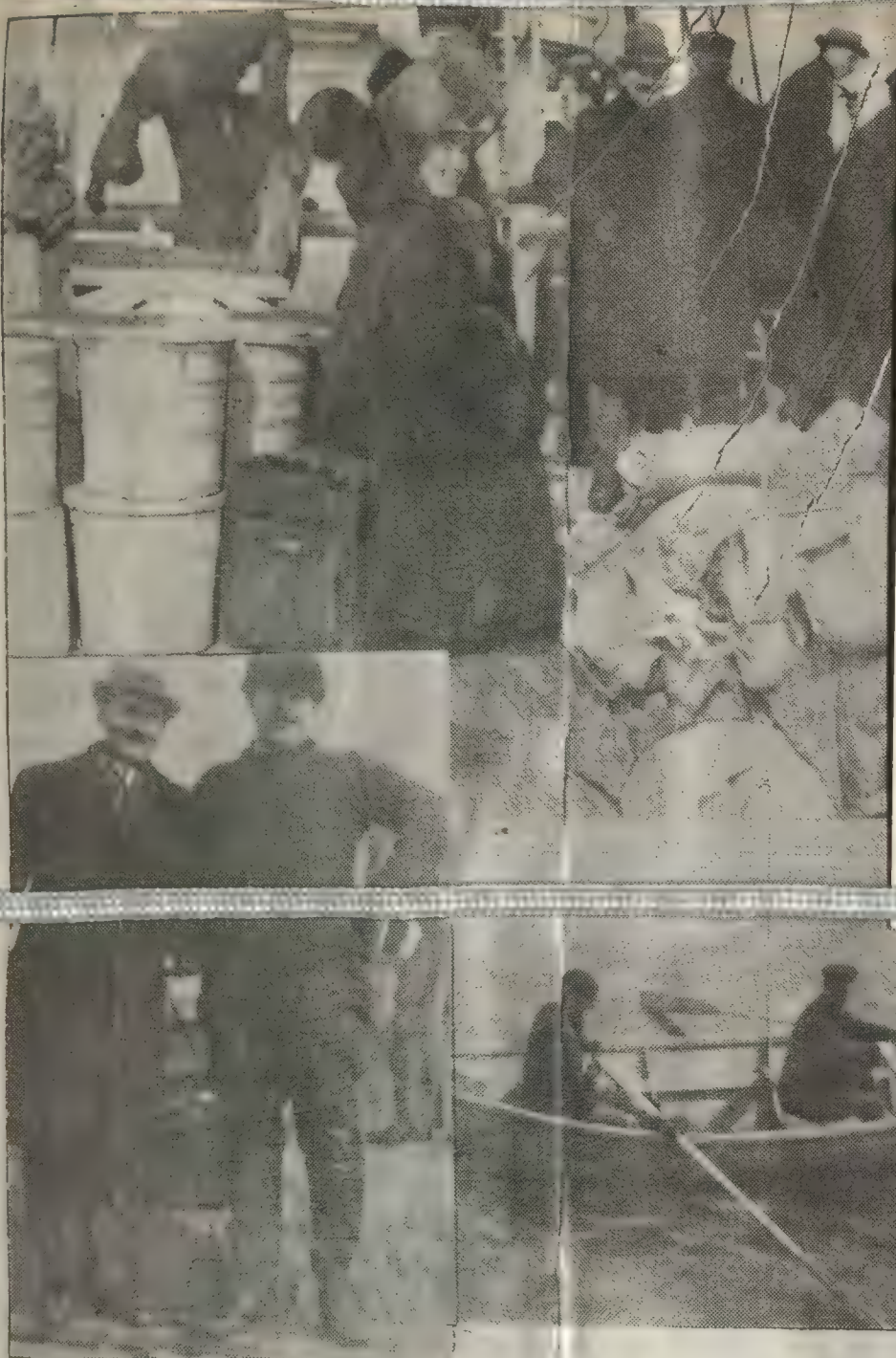
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Married, in Boston, March 10, Israel M. Swain and Miss Mary Jaggard, both of Nantucket.

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The selectmen have assigned the surveyors of highways to the following districts: W. H. H. Smith, the north-east section of the town north of Main and east of Centre street; Patrick Cox, Main street and the part of the town west of Centre and north of Main street; F. A. Mitchell, Orange street and the part of the town lying west thereof and south of Main street; S. L. Lewis, Jr., all that portion of the town east of Orange and south of Main street, together with the new Sconset road via Polpis.



Officers 1912

ARTHUR A. NORCROSS,	Master
ALFRED E. SMITH,	Sen. War.
LOUIS COFFIN,	Jun. War.
ROLAND B. HUSSEY,	Treasurer
HENRY PADDACK,	Secretary
ELLENWOOD B. COLEMAN,	Chaplain
JAMES A. HOLMES, JR.,	Marshal
REUBEN G. COFFIN,	Sen. Dea.
CYRIL S. CARRIVEAU,	Jun. Dea.
ROBERT H. CHISHOLM,	Sen. Steward
LESTER S. HARRIS,	Jun. Steward
WILLIAM S. SIMPSON,	Inside Sent.
JOSEPH M. SWAIN,	Organist
BENJAMIN F. WILLIAMS,	Tyler

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List of Members

Corrected to January 1, 1912

Adams, Walton H. Clough, Arthur J.
 Almy, Edward T., Jr. Coffin, James H.
 Appleton, William D. Coffin, John A.
 Coffin, Louis
 Coffin, Reuben G.
 Backus, Andrew T. Coleman, Ellenwood B.
 Backus, James A. Congdon, Charles E.
 Barney, Alanson S. Congdon, Richard E.
 Barrett, Arthur J. Cook, Harry L.
 Barrett, George A. Cory, Morton M.
 Barrett, Josiah F.
 Barrett, William H. Deacon, James Y.
 Bennett, Herbert W. Dixon, Richard F.
 Boyer, Maurice W. Dolby George E.
 Brady, John W. Dunham, Harry E.
 Brayton, Daniel C.
 Brock, Albert G. Eldredge, David H.
 Brock, Joseph C. Eldredge, Samuel W.
 Brock, William C.
 Bunker, Lauriston Field, William
 Burgess, Walter H. Fishback, Charles H.
 Butts, Walter M. Fisher, Arthur
 Fisher, Henry F.
 Fisher, Henry L.
 Carriveau, Cyril S. Fitz-Randolph, Reginald T.
 Cash, William M.
 Chapel, James E. Folger, Frederick W.
 Chisholm, Robert H. Francis, Eben W.
 Clark, Edward A. Francis, George W.

Gardner, Arthur H. Lake, Augustus C.
 Gardner, Chandler B. Lake, George M.
 Gardner, Whittemore Lowell, Nathaniel E.
 Gardner, William C.
 Genesky, Emile P. Mack, John F.
 Gibbs, Horace L. Mack, Richard
 Gibbs, Maurice E. Macy, John W.
 Glidden, Charles S. Macy, Thomas G.
 Grimes, George E. Maier, Jacob H.
 Grouard, John S. Malchman, Thomas
 Manter, Arthur C.
 Manter, Everett
 McLeod, John
 Mooers, George E.
 Mowry, Almon T.
 Mowry, Charles H.
 Murray, John
 Norcross, Arthur A.
 Orpin, Albert C.
 Rand, Arthur G.
 Ray, Alfred F.
 Remsen, William G.
 Rich, John W.

Hamblen, Calvin C.
 Hammond, Charles F.
 Hall, William, Jr.
 Harris, Elliot B.
 Harris, Lester S.
 Harris, Merritt M.
 Hodge, Howard D.
 Holmes, James A.
 Holmes, James A., Jr.
 Hussey, Roland B.

Jones, Arthur W.
 Jones, William H.
 Joseph, Philip
 Joy, Benjamin W.
 Kent, Foster A.
 Paddock, Henry
 Parker, David
 Pease, Benjamin C.
 Pitman, Albert B.
 Rand, Arthur G.
 Ray, Alfred F.
 Remsen, William G.
 Rich, John W.

Richmond, George D. Swain, Alexander C.
 Richmond, George D. Swain, Andrew J.
 Kiddell, Frank Swain, Joseph M.
 Rogers, George W. Swain, William T.
 Rehdig, Albert Swasey, Antone
 Sylvia, Joseph I.

Sharp, Benjamin K. Thomas, Edward G.
 Sharp, Harold Thomas, George E.
 Sherman, John H. Thomas, Manuel
 Simpson, William H. Thomas, William H.
 Small, Reuben C. Turner, Harry H.
 Smith, Alfred E.
 Smith, Harry B. Weeks, Chester W.
 Smith, Herbert P. Williams, Benjamin F.
 Smith, James E. Woods, Edward C.
 Smith, Jonas E. Worth, Henry B.
 Snow, Edward F. Worth, William F.
 Spencer, Horace E.

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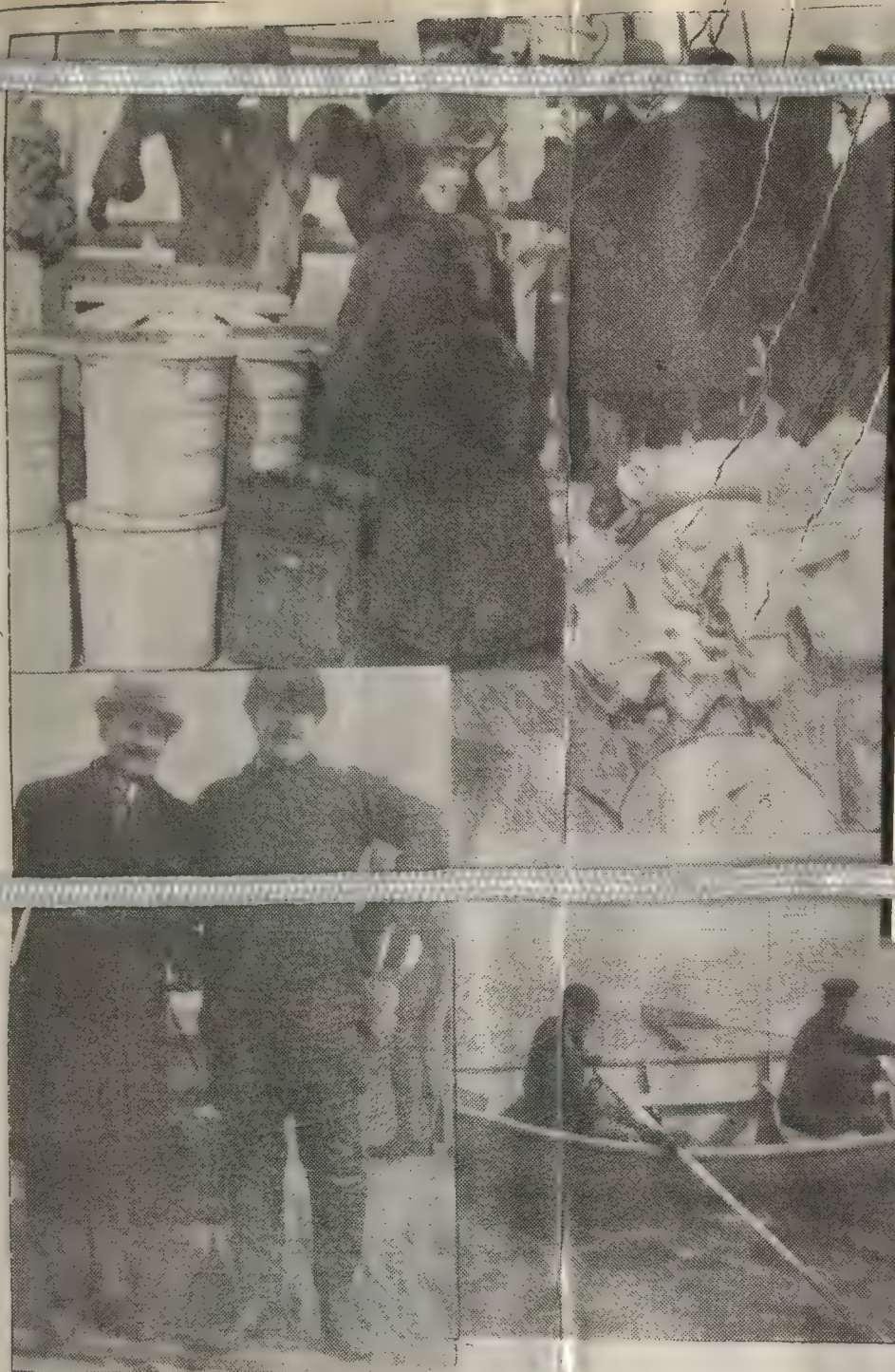
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Past Masters of Union Lodge Living January 1, 1912.

John H. Sherman, 1862.
Henry Paddack, 1880, 1881, 1882.
James A. Holmes, 1887, 1888.
Frederick W. Folger, 1889, 1890.
Joseph C. Brock, 1891, 1892.
Albert G. Brock, 1893, 1894, 1895.
Ellenwood B. Coleman, 1898, 1899.
Reuben C. Small, 1903, 1904.
Daniel C. Brayton, 1905, 1906.
Charles H. Fishback, 1907.
William F. Worth, 1908.
Maurice W. Boyer, 1909.
William T. Swain, 1910.
Arthur A. Norcross, 1911, 1912.

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Some time ago we collected samples of soil from several Nantucket farms and sent them to the Massachusetts Experiment Station at Amherst for examination.

Professor Brooks, director of the

general character of Nantucket soil was so well known to the experiment station that it would not be worth while to make a thorough chemical analysis of each sample, especially as the fitness of soils for farming depends much more on the structure and physical characteristics of the soil than on the proportion of the different chemical plant food elements contained.

Not knowing exactly how the samples were obtained, Prof. Brooks could not give any detailed report, but we think the farmers of Nantucket would be interested to know what even a superficial examination of the soil brings out. Professor Brooks writes as follows:

Soil from farm of Edward I. Fisher shows a rather sandy soil, dark in color. Gives an acid reaction. Should be limed for all crops except potatoes and blackberries.

That from Oliver C. Hussey's farms as follows: Farm No. 1, a dark-colored sandy loam. Not acid. Farm No. 2, a light sandy loam, quite acid. Should be limed for most crops.

Soil from Harry Gordon's farm is of a sandy loam, quite acid, and should be limed.

Sample sent from farm of John Roberts is a sandy loam and quite acid. Should receive a small application of lime—perhaps 1,000 pounds to the acre.

That from the farm of Mary E. Crosby was a coarse, sandy soil and quite acid. Will need lime for most crops.

Soil from farm of Levi S. Coffin was rather sandy and quite acid and would also need an application of lime.

From the farm of W. Channing Cabot, the soil was light and sandy, but only slightly acid. May need a little lime.

Reminiscences

boats putting out from the south side of the island have gotten good fares of cod, this week.

A severe snow storm, lasting over Wednesday and Thursday of this week, afforded excellent sleighing.

Schooner Ellen H. Gott, Smalley, of this port, arrived at St. Thomas, 21st instant, from New York, having received some damage en route, losing part of her deck load.

FORTY YEARS AGO.

Alfred Macy, Esq., of this town, is one of the vice-presidents of the State Grant Club, organized in Boston this week.

Married, in this town, February 22, by the Rev. S. D. Hosmer, Franklin H. Folger and Miss Nellie T., daughter of Capt. Zenas M. Coleman, both of Nantucket.

The new school committee organized on Tuesday evening, by the election of William H. Macy as chairman, Joseph Marshall treasurer, and William H. Waitt secretary.

THIRTY-FIVE YEARS AGO.

Capt. John M. Winslow launched his yacht, the Mable, on Wednesday.

All Nantucket celebrated inauguration day on Monday evening, there be-

ing and illumination.

Married, in Brooklyn, N. Y., February 27, Edward H. Johnson, of Brooklyn, and Miss Mary E. House, formerly of Nantucket.

THIRTY YEARS AGO.

At the annual town meeting, it was voted to appropriate \$5,000 for the public schools for the ensuing year.

Married, in this town, February 19, by the Rev. Mr. Ransom, George E. Orpin and Miss Stella W. Stevens.

The wreck of the three-masted schooner Thomas D. Harrison was towed to the bar, Monday. On Thursday, the Lillie Ernestine went out to wreck her.

Charles Coggeshall, clerk of the Pacific National Bank, has tendered his resignation, to take effect next month, and Albert G. Brock has been appointed to fill the vacancy.

TWENTY-FIVE YEARS AGO.

Married, in Boston, March 10, Israel M. Swain and Miss Mary Jagger, both of Nantucket.

Leander Small and W. A. Small caught a seal in the upper harbor, Wednesday, which yielded two gallons of oil.

The selectmen have assigned the surveyors of highways to the following districts: W. H. H. Smith, the north-east section of the town north of Main and east of Centre street; Patrick Cox, Main street and the part of the town west of Centre and north of Main street; F. A. Mitchell, Orange street and the part of the town lying west thereof and south of Main street; S. L. Lewis, Jr., all that portion of the town east of Orange and south of Main street, together with the new 'Sconset road via Polpis.

March 16, 1912.

Water Front

Schooner Harriet C. Whitehead is enroute for Nantucket with coal for the Cash Coal, Wood & Ice Company.

Two fishing smacks are in port. They have commenced the season's fishing on the grounds off Nantucket, but report cod scarce up to the present time.

A low-hanging fog enveloped the sound last Saturday afternoon and steamer Nantucket was obliged to sound her whistle at frequent intervals on the passage across.

The three-masted schooner Frank Brainerd, which has been docked at Steamboat wharf this winter, was towed out of the harbor on Friday morning week by steamer Nantucket.

The several schooners which have been wintering at Nantucket will soon be fitting out for the season, as freight rates are said to be higher than usual this spring, with a brisk demand for vessels in the coasting trade.

Fresh codfish have made their appearance in these waters, and on Saturday last Arthur McCleave brought in a fare which found ready sale in the local market. The cod are still some distance off shore, but with milder weather coming, the fishermen will doubtless soon be making daily hauls.

The crew of steamer Sankaty came over on Monday and the following day took steamer Marthas Vineyard up to New Bedford, with Captain Merriman at the helm and Mr. Cottle at the engine. The Vineyard has been wintering here, but parties have recently been down looking her over with the

NANTUCKET IN THE FAR EAST.

The Life Story of Captain Arthur Fisher, now Pilot in Japan Waters,
Who Began His Seafaring Life at the Age of Five on a
Whaleship Commanded by His Father.

TWENTY YEARS AGO.

Married, in Alton, March 3, Robert Elliot Clark and Miss Florence Coffin.

The Wannacomet Water Company has commenced the work of building a filter-bed, under the direction of a New York expert engineer.

At their meeting last week, the selectmen elected John Roberts, Horace Norcross and Calvin C. Hamblin as the police force of Nantucket.

Patrick Keane was pleasantly surprised on Thursday evening, the 17th inst., by friends who met to offer congratulations on the occasion of his birthday anniversary.

FIFTEEN YEARS AGO.

Married, in Boston, February 25, Edward Fearing and Mrs. Mary Carter.

Repairs are being made to Steamboat wharf, which has been severely damaged by the winter's storms.

Mildred, the little daughter of Mr. and Mrs. Charles B. Brooks, entertained young friends on Saturday.

TEN YEARS AGO.

Married, in Cambridge, February 19, William Samuel Randall and Miss Annie Eliza Smith.

One of the most disagreeable storms of the winter occurred on Saturday, February 22d, with sleet, rain and a heavy easterly gale.

G. A. Reed, of this town, after three years' service with the 9th U. S. Infantry in the Philippines, arrived in San Francisco last week.

Representative Gardner was before the Committee on Harbors and Public Lands, Tuesday, relative to his bill contemplating an appropriation for the removal of certain rocks from Nantucket harbor.

FIVE YEARS AGO.

The three houses of the Nantucket Ice Company at Macy's pond have been filled to their limit—for the first time since they were built.

The town's harbor committee—Arthur C. Manter, Jesse H. Eldridge and Orison V. Hull—went to Boston Tuesday, to attend a hearing at the State House, on the bill for the further improvement of Nantucket harbor.

One day in 1860, a happy-faced, sturdy little boy of five years trudged beside his mother down the wharf in Nantucket to board the "Island Home" for Hyannis. They were starting on a long voyage, part of which was to be on the old steamer "Northern Light," then a staunch and fast boat plying between New York and the Isthmus of Panama. On their arrival at Aspinwall (now Colon) they met Lieut. John G. Mitchell, who assisted them across the Isthmus to the city of Panama, where the "Bogota" took them onward to Paita, Peru, by way of Guayaquil.

Paita—or Peyta—was a rendezvous of the New England whaleships and at the time of which we are reading there was among others a staunch New Bedford ship anchored off the town. Soon the "Bogota" gave up her willing passengers and Capt. Timothy H. Fisher, of the "Clara Belle," at last saw his wife, Nancy (Clisby) and little son Arthur safe on board his own good ship. It was from this port and on his father's ship that this boy, who in after years was destined to command his own ships in many seas and to be one of a half dozen men known and respected in the

Treaty Ports of the Far East, as a "Licensed Inland Sea and Coast Pilot," received his baptism of life at sea on the whaling grounds of the Pacific.

Five years went by before this growing lad again saw his native town, and during this time the lure of the sea, and the love of it, held him for the life that he has followed, and as Boy, Ordinary, A. B., Mate and Master, he undoubtedly received in

those early years the lessons in ship's discipline and its positive value at sea, that a crew under such a successful ship-master as Capt. Timothy H. Fisher, was bound to receive.

Those pleasant years passed quickly for an active boy, being diversified by changes from one whaling-ground to another as the seasons demanded, and by visits to Cocos Island, Charles Island, Hoods Island, the Galapagos, Juan Fernandez and to Valparaiso.

It was on Cocos Island that a beautiful water-fall was found, on the rocky sides of which were chiseled high the names of ships, captains, members of crews and dates that went well back into the seventeen-hundreds. In the waters about these islands excellent fish were found and chowders,



CAPT. ARTHUR FISHER.
From a Negative Taken in Japan Two Months Ago.

in the unequalled Nantucket style, were quite in order when a catch was made.

At Charles Island there was a place called Post-Office Bay, where ships stopped to take on wood and water and maybe shoot a "critter," as there were goats, pigs and cattle there, having been left to increase by ships masters years before. In Post-Office Bay, on shore, was a weather-proof box used by the whalers to forward mail among the ships, and, though its use was eventually discontinued, it was a convenience to the members of the whaling fleet and was found by means of certain ranges of trees and rocks known to those having a right to its use.

When in Valparaiso at one time for repairs, Capt. Timothy Fisher, after vainly trying to arrive at a satisfactory agreement for the calking and coppering of the "Clara Belle," finally took on board the necessary nails, copper, felt, oakum and tools, and going to Hoods Island hove his ship down, one side and then the other, and, with all hands living in camp ashore, calked and coppered his ship, taking about a month to complete repairs.

The time now came to go home to Nantucket and for the next few years young Fisher was schooled and drilled by that most efficient and well-loved teacher, Hepsibeth Hussey. The High school lent its share of help and at last the most natural thing happened; in fact, the only thing that could happen—the real, serious life at sea of Arthur Fisher began.

In the summer of 1872 he shipped as "boy" at New York on the bark "Yokohama," 800 tons, Capt. Calvin Hamblin of Nantucket, bound to Hongkong. The "Yokohama" was not destined to reach her port, for when about ten days out from New York and to the eastward of Barbadoes, she was run down by the Royal Mail Steam Packet Co.'s steamship "Nile" and was so damaged that, when surveyed by a Commander of the Royal Navy and a Lloyd's surveyor who happened to be passengers on board the "Nile," Capt. Hamblin was advised to scuttle and set fire to his ship, as it was impossible to save her. This was done

and the crew and officers were taken to Barbadoes by the "Nile" and from there to St. Thomas, at that time the chief consular station in the Leeward Islands, where the U. S. Consul secured passage for them to New York. The craft which they took passage on was the same old "Northern Light" on which the small boy and his mother left New York for the Isthmus twelve years before.

The next venture was as "boy" on the "Edith," 1,200 tons, belonging to George Howes & Bros., Capt. Dwight Goff, for San Francisco; wages to be \$1.00 per month, payable at the end of the voyage with a bonus as large as the captain considered proper. On arriving at San Francisco the "boy" was discharged as "ordinary" seaman and paid at the rate of \$15.00 per month.

On shipping for the return voyage of the "Edith" from San Francisco to Europe, via Cape Horn, our "ordinary" was accepted as an "A. B." and it was on the last part of the voy-

age from Liverpool returning to San Francisco that an accident befell young Fisher in which he narrowly escaped a grave in the icy waters of the Straits of Magellan.

One day when aloft, he fell from the foretop sail yard-arm, on the weather side, striking in the ratlines in his descent and finally falling into the sea. With his fast ebbing strength he managed to slip the bight of a bowline, heaved to him by Mate Hamilton, under his arms, and was hauled to the deck, insensible. Mr. Hamilton was a kindly man and was so far successful in his care of the injured one that

in a short time young Fisher had been "braced up" and had increased his efficiency in seamanship to the extent of being appointed third mate when the "Edith," this time under Capt. Trowbridge, sailed for New York.

In due time the "Edith" arrived safely at her destination, when a short visit to Nantucket for our wanderer seemed to be the "first thing on the page," soon rejoining his ship for San Francisco under Capt. Goff again. With an eye to bettering his position at sea the chance to sign as second mate on board the "Valparaiso," owned by the same company, was accepted, and this voyage was at once commenced to Liverpool and New York, under Capt. Goff.

Once more Nantucket claimed the wanderer and for an all too brief few weeks he enjoyed the delights offered in those days. At last the friends on the wharf grew indistinct, as the "Island Home" increased her distance and the group of girls was no longer a unit; life at sea, cheered by the pleasant memories of "the old town," lay ahead.

The Mallorys of New York were large ship owners, now long since gone into steam, but at this time their ships were on every sea. It was on one of these, the "Haze," hailing from Mystic, Conn., Capt. Wilkinson, for Yokohama, that our young Nantucketer signed as second mate. From Yokohama the voyage included a call at Ceibu for hemp and sugar.

While on the passage to New York Capt. Wilkinson died and was buried at sea. In this event the mate, Joseph Merritt, took charge and second mate Fisher acted as mate and on the safe arrival of ship and cargo at New York he was discharged as such.

Another sojourn in Nantucket was now the program for our rising young officer. How good the familiar scenes appeared and what pleasant times were tasted and enjoyed in the realizing of those rides over the commons so beautiful in color and fragrance; delights that had come as waking dreams, in the long watches at sea! Too soon the call came that must be heeded and the ship "Carrie Clark," 1,500 tons, Capt. Ira A. Storer, for Shanghai, had on her articles Arthur Fisher as second mate. When Woosung was reached the "Clark" was given over to the charge of a pilot who had the misfortune to run her on a mud-bank, where, after two days, a favoring wind and tide released her, permitting her to proceed up the river to Shanghai.

Severing his connection with the "Carrie Clark," Arthur Fisher's sea service in sailing ships ceased for a

term of years by his joining the Japanese steamship "Akitsushima Maru," belonging to the Mitsui Bishi Co., Capt. Garlick, as third officer, at Yokohama. The next vessel was the "Suminoye Maru," Capt. Nye, of Cape Cod, on which he remained about one year.

The Japanese government about

Nantucket in the Far East.

Continued from Second Page.

this time had established a board of examiners, composed of Europeans, that conducted the compulsory examinations of all masters, mates and engineers sailing in Japanese steamers. The books used in preparation for these examinations were the same as those required in England by the English Board of Trade.

On having passed his test and receiving his certificate as first mate, Arthur Fisher was appointed Chief Officer of the "Genkai Maru," the renamed Pacific Mail steamship "Costa Rica," under Capt. G. W. Connor. After a voyage to Shanghai and return the "Shinagawa Maru" next saw him as chief officer and for about eighteen months, cruising in Japanese waters, this ship was the scene of his duties, under Capt. R. N. Walker.

During the lapse of the following few years of sea service, Fisher's duties were carried out on various ships owned by the company under which he had of late been sailing, and of the Nippon Yusen Kwaiisha, which was an amalgamation of companies. These ships were the reserve ship "Saikio Maru," (formerly the Pacific Mail Steamship Co.'s "Nevada") and the "Wakanoura Maru," Capt. Christensen, for about three years. On the last voyage, in this ship from Yokohama, when about one hundred and twenty miles on the way to Kobe, the shaft broke and the steamer was put under sail on the course back. She had made all but about twenty miles to port when she was picked up by another Japanese steamer and towed the remaining distance to Yokohama. Fisher then went on the "Genkai Maru" for a second short term and then on the N. Y. K. steamship "Satsuma Maru," during which time Mr. Fisher won his Master's certificate.

One day a trim sealing and otter hunting schooner, left Yokohama

"At twilight, when the landward breeze
Brings up the harbour noise,
And ebb of Yokohama Bay
Swigs chattering through the buoys."
(Kipling—"Rhyme of the Three Sealers.")

and on her articles was spread the name of A. Fisher, Mate and Navigator. The "Penelope" also carried another Nantucketer, Albert Folger, ("Butt" Folger, now in Vancouver) on the articles as "hunter." The voyage was to take these hardy young chaps into the north among the Kuriles, that rocky chain of almost uninhabitable islands which stretches in a north-easterly direction from Yezo toward Kamchatka and on the northern islands of which there still exist a few families of aboriginal cave-dwellers. From Kuriles Islands across Behring Sea and down to Victoria, B. C., completed the voyage, and from there, after a short stay on shore, Capt. Fisher sailed in the sealing schooner "Teresa", bound for the Pacific and Behring Sea.

When off the Columbia River, in a violent gale during which the ship "Harvey Mills" foundered, losing all hands but the "boy" and a man who floated off on the top of the forward house, the "Teresa" lost four hunting boats and was so damaged that necessity demanding proper repairs and new boats, San Francisco was made as being the best port for such needs. The "Teresa," fitted out anew, sailed for Behring Sea, where a fair catch was made, and when Victoria was again reached, Capt. Fisher severed his connection with the company and going to San Francisco, sailed to the Far East as passenger.

The best berth offering, at the time, was accepted by the Captain and a few days after his arrival in Japan saw him aboard the British steamship "George Long," Capt. Houghton. Two voyages were made in this vessel, in eastern waters, when for a length of about eighteen months the work of piloting ships for all parts of the Japan coast and Inland Sea was engaged in.

Under the British flag we again find our friend in the steamship "Mc-

Beth," as Master, making voyages between the China and Japan ports. Continuing in the "McBeth" for about a year, which brings us to 1892, Capt. Fisher decided to henceforth engage in piloting vessels, and in that same year began the responsible duties which to this day he is carrying out with a clean record of success.

The life of a pilot of great vessels is one that has broken many a strong man. The strain on one's brain is terrific at times and on one's physical strength no less, for fogs and storms and rocks and changing currents demand many sleepless hours, with eyes, ears and mind alert and nerves keyed to a high tension.

It has fallen to Capt. Fisher to have his courses mainly lie through the waters of the beautiful Inland Sea of Japan, that great highway for ocean traffic, which is scarcely known in the world's great cities in its true value. Its beauties captivate all who go its length, but it is not until one tries to picture its charms that one realizes the paucity of our language.

With all the natural and other grand deurs of the vistas among the islands of the Inland Sea which stretches from Kobe in a southwesterly direction to the straits of Shimonoseki, a distance of about 250 miles, there are dangers from rocks and currents that have helped to pile up many a good ship, to the utter loss of lives and capital. It is through this lovely dream-sea, full of dangers as a pomegranate is of seeds, that the erstwhile "boy" on the "Yokohama" under Capt. Calvin Hamblin, has taken to safety hundreds of ships, ranging in tonnage from 200 to 27,000, including in the list ships of war of the Russian, French, Italian and United States navies.

The Captain's house in Kobe contains, among its pleasant rooms with their rare curios, a cosy apartment wherein a visitor may well feel favored to be invited. This is the Captain's favorite room and one sees among the barometers and other nautical instruments on the walls, a view of Nantucket (by H. S. W.), a picture of Capt. Timothy Fisher and another of

the sweet face of Nancy, his wife. Hepsibeth Hussey, on one side, in her quaint gown and spectacles, looks down mildly, while there is a face of one, whom if he misjudges not, shared many a ride over the fragrant commons and many a dance at Handy's Huddles with the young chap when on his short visits from sea years ago.

As we step into the street among the 'ricksha lanterns and the hurrying thousands of all-peoples, into another world with its sights and sounds of the old East, we hear the genial Captain's, "good night to you, anata wa mo kimasho dozo." We are glad for our glimpse and "gam" of old Nantucket and agree that there is a man, a son that "the old town" may well be proud to own.

George D. Richmond.

32 Water street, Yokohama, Japan,
January, 1912.

The Bird Bills.

Representative Sharp has succeeded in having two bills, in line with the vote of the town at its annual meeting, pass the Committee on Fisheries and Game without a dissenter. One is a re-draft and is worded thusly:

"It shall be lawful to hunt, take, pursue or kill the sea-ducks commonly known as coot, whistlers and shell-drake, between December thirty-first and March first."

This bill is to be taken into the Senate by Senator McLean and Representative Sharp will take into the House a bill to allow the shooting of coot at all times. As the latter has not yet been "put in," we are unable to obtain the exact wording of it at this time.

The committee on Fisheries and Game, of which Representative Sharp is chairman, has practically finished its work, for its hearings have all been held, and there is only a small amount of detailed work to be completed. If the other committees are able to close up their work as quickly, the present session of the legislature ought to be brought to close several weeks earlier than that of last year.

Dec. 23, 1912

Reminiscences

FORTY-FIVE YEARS AGO.

It has been voted to increase the capital stock of the Nantucket Fishing Company to \$6,000.

Married, in this town, March 1, by the Rev. Mr. Ripley, Joseph McCleave and Ann Gardner Upham.

Dr. J. W. Cook, of this town, has been appointed examining surgeon, by the commissioner of pensions.

FORTY YEARS AGO.

Married, in North Bridgewater, February 15, Robert B. Chase and Miss Sarah E. Perry.

Married, in San Francisco, February 16, George W. Riddell, formerly of Nantucket, and Miss Elizabeth A. Hall.

THIRTY-FIVE YEARS AGO.

Married, in this town, 11th inst., by the Rev. Fr. McCombe, Joseph A. Johnson and Miss Ida M. Thurston.

Married, in this town, March 14, by the Rev. C. J. K. Jones, Fred A. Hillery, of Providence, and Miss Della H. Folger, of Nantucket.

Bark W. F. Marshall, of St. John, N. B., Capt. James Wright, was driven by the strong southeast wind of Friday, up on the beach at the head of the Mioxes ponds.

On Thursday morning, March 8th, a fire was discovered in the house of George Francis, on Beaver street. The blaze was confined to the kitchen, where it originated. An investigation showed that during the absence of the mother to get a pail of water, the two children of the house had gotten matches and set fire to a lounge. The children, frightened, had shut themselves into an adjoining apartment, where they would undoubtedly have suffocated but for the presence of mind of Mamie Glidden, the seven-year-old daughter of Charles Glidden, who rushed in and carried them to the open air.

THIRTY YEARS AGO.

Woods Hole is to have a lock-up.

Wannacomet water stock is now held at \$20 per share.

The total rainfall for the month of February was 3.43 inches.

Miss Emma L. Nickerson has accepted the position of teacher of elocution at the Coffin school.

Capt. George M. Brayton, of the Eighth Infantry, and Brevet-Major U. S. A., has been promoted to the rank of Major of the Fifteenth Infantry, and transferred to the military district embracing New Mexico and Colorado.

TWENTY-FIVE YEARS AGO.

The selectmen have appointed Dr. J. A. Kite town physician.

The Josiah Macy house, at 'Sconset, has been sold to Mrs. P. A. Gardner.

Arrived at Cienfuegos, West Indies, schooner John C. Gregory, Captain Killen, from Church Point, Nova Scotia, via Machlas.

TWENTY YEARS AGO.

Miss Sarah E. Gardner has been appointed assistant teacher in the sixth grade of the Williams school in Chelsea.

Keeper Alfred A. Howard, of Cross Rip lightship, has resigned, and Theophilus Chase has been appointed to the vacancy.

Miss Abbie J. Curley entertained young friends at the home of her aunt, Mrs. Frank Meiggs, Wednesday evening, March 23d, the occasion being her tenth birthday anniversary.

Barkentine Western Belle, from Singapore for Boston, went ashore on Bass rip, Sunday afternoon, the 13th. A volunteer crew, with the Humane Society's boat, and the Coskata station crew went to her assistance. She was taken into Vineyard Haven by tug Mercury on Tuesday morning.

FIFTEEN YEARS AGO.

Dr. J. S. Grouard has been appointed town physician.

Married, in Auburndale, March 3, William H. Cook and Miss Minnie F. Lorrett.

Ship S. D. Carlton, B. Whitford Joy, first officer, arrived in New York on Wednesday.

The crew of the Muskeget life-saving station took possession of their new building on Friday, March 5.

TEN YEARS AGO.

The spring run of herring in Madaket ditch has commenced.

W. H. H. Smith has the contract for teaming the heavy cartings, etc., for Killen & Son's ice plant.

The Rev. Mr. Meyer gave a descriptive lecture on Thursday evening, before the Unity Club, on "The Life of Christ."

FIVE YEARS AGO.

Nantucket's share in the river and harbor bill passed this week is \$42,500.

The island of Nantucket was in the clutches of an ice embargo for eight days—from February 23 to March 2.

William Hart Tracy has successfully passed the civil service examination for an observer in the U. S. weather bureau service.

The selectmen have appointed Arthur C. Cary, Everett H. Bowen and Joseph A. Johnson, Jr., as police officers for the ensuing year.

Water Front

Repairs are soon to be started on Steamboat wharf. Passengers to and from the boats will appreciate not being obliged to trudge through the mud much longer.

Schooner Harriet C. Whitehead arrived in port Wednesday afternoon with a cargo of coal for the Cash Coal, Wood & Ice Company, discharging at Swain's wharf.

A cargo of coal is en route for Nantucket for the Steamboat company. In anticipation of its arrival repairs are being made to the "brow" over the coal pocket on the wharf.

Steamer Nantucket displayed her flags at half mast from Thursday week to Sunday, out of respect to the memory of the late Joseph L. Sylvia, for many years steward on the steamer.

A cable received from Barbadoes Saturday, reports the arrival of bark Bertha, Gibbons, master, with topmasts sprung. Probably put in because of her accident. No report of oil.

Codfish were caught in large numbers by several of the dory fishermen on Monday, one boat bringing ashore 115 fish. Seemed like spring to see cod sold from a cart on the lower square.

The alternating steamboat schedule will go into effect this spring on the 15th of April—three weeks from next Monday—on which date the Nantucket steamer will commence running through to New Bedford each day, returning to Edgartown at night, and vice versa. It is a schedule which has proven very satisfactory in other years.

Fishing smacks Viking, Elinora Hill and Conquest were in the harbor Saturday, stocking up with provisions for trips to the codfish grounds. The smacks bait up here at Nantucket. Local fishermen finding it quite profitable to supply them with sea clams for bait, which are dug on the Hussey shoal grounds in the inner harbor, where they are very plentiful.

Proprietors' Meeting.

A meeting of the Proprietors of the Common and Undivided Land of the Island of Nantucket will be held at the Registry of Deeds in said Nantucket, Tuesday, April 16, 1912, at 10.15 o'clock in the forenoon, for the following purposes, viz:

First—To choose a moderator for said meeting.

Second—To act upon the petition of Franklin E. Smith to have laid out and set off to the Nantucket Civic League all the right, title and interest which said proprietors may have in and to certain parcels of land at Mill Hills, being Lots 1, 2 and 3, as shown on a plan filed in the Proprietors' Book of Plans No. 2, page 25, on such terms as said Proprietors may determine.

Lauriston Bunker,
Proprietors' Clerk.

mh 23 3t

7, MARCH 30, 1912

Captain Richard Swain.

Editor of The Inquirer and Mirror:

As a matter of interest to the people of Nantucket I am enclosing herewith a clipping from the edition of February 22nd, 1912, of the "North China Daily News," published at Shanghai, referring to the retirement from service of Captain Richard Swain, who has for many years been in command of one or another Japanese passenger steamers. During the last several years he has commanded one of the leading passenger vessels of the Nippon Yusen Kaisha Company, a company which has numerous vessels engaged both in the local traffic between Japan and China, between Japan and the United States, and Japan and Europe.

Captain Swain is a native of Nantucket, probably well known to many of its citizens, although he has been in the Far East for nearly if not quite thirty years. He is a man of fine character, thoroughly trusted professionally and of excellent standing for many years in this community. Mrs. Swain is a most attractive and charming woman and should be cordially welcomed in Nantucket.

The Captain has not forgotten his island home and his full intention is to go back and pass the closing years of his life where he was born. I am sure that he will prove an attractive addition to the already interesting list of Nantucket citizens.

I bespeak for him and Mrs. Swain the cordial welcome to which they are justly entitled.

Very respectfully,

Rufus H. Thayer.

United States Court for China,
Shanghai, China, Feb. 23, 1912.

(From the North China Daily News.)

"Captain R. Swain, commander of the Kasuga Maru, will retire from the service of the Nippon Yusen Kaisha Company on her return to Yokohama from Shanghai on February 22. Captain Swain has had a long and distinguished career under the Japanese flag. He entered the service of the Mitsu Bishi Kaisha, parent company of the present Nippon Yusen Kaisha, some twenty-eight years ago. During his service with the company he

has been in command of many different vessels of various date. In the wars with Russia a large number of vessels in the company's fleet were requisitioned as transports and Captain Swain's services were constantly in demand. For his able and loyal work he received the decoration of the Fifth Order of the Rising Sun. In his long service with the company he has always made his vessel a popular one with the travelling public, and a trip under his command is always one to look back on with delightful memories. It is announced that on the occasion of his retirement his services as the senior captain of the line will be recognized by the directors of the Nippon Yusen Kaisha in the shape of an honorarium of Yen 30,000, while an Order will be conferred by the Government.

Captain and Mrs. Swain are to leave for England in March by the steamer Mishima Maru."

Another Master Mariner Gone.

Captain William M. Eldredge, commonly known as "Uncle William," died Monday afternoon after an illness of less than a week. He was one of the last two master mariners of the olden days and his passing leaves but one of the old school of Nantucket sea captains still with us—Capt. Thaddeus C. Defriez.

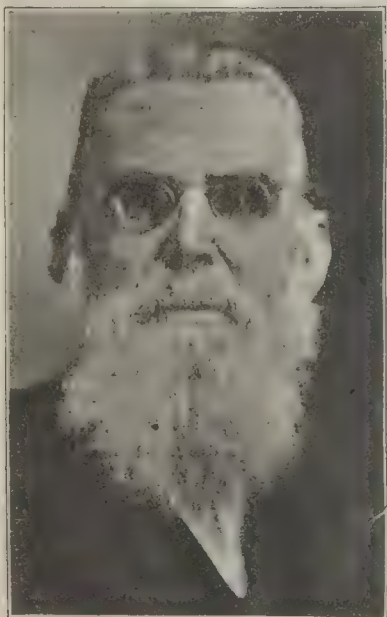
Captain Eldredge was one of the genial, good-natured old salts—a warm friend of everybody and a man who wanted everybody to be his friend. Although failing eye-sight for several years prevented him recognizing persons whom he passed on the street, he always responded with a cheery word to a salutation and would stop for a chat with young or old. He was always "Uncle William" to the resident, but to the summer visitor it was "Captain" Eldredge, and to the visitor he had for years been a picturesque figure—a relic of Nantucket's prosperous days of long ago.

The last of his family, with no immediate relatives left to care for him, Captain Eldredge passed the last few years of his life at "Our Island Home," where he lived in comfort and contentment, making frequent trips up town and enjoying the walk of a mile each way, even up to Wednesday of last week, in spite of his eighty-six years. A few years ago he spent a short time at "Sailors' Snug Harbor," but he was not contented there, so returned to his island home, where his familiarity with the streets enabled him to wander about town and make "visits" to his friends, although partially blind, and during the summer months he spent several hours each day mingling with the visitors and offering for sale souvenir books and cards.

William M. Eldredge was born in the little house on Farmer street now owned by Oscar Norcross, and first saw the light of day on the 9th of May, 1826. He went to school until ten years old, and then entered the employ of Hadwen & Barney, working for them two years in their candle-house which stood just west of Pleasant street. A third year he spent in the employ of C. G. & H. Coffin in their candle-house near the south beach, and then lived two years with his father on his farm at Pocomo.

When he was sixteen years of age, Eldredge decided upon a seafaring life, and shipped as "boy" on the Joseph Starbuck, which sailed from Nantucket on the 27th of November, 1842, bound for Edgartown, where she was to load supplies for a whaling voyage to the Pacific. The good ship never reached Edgartown, for she encountered bad weather outside Nantucket bar and was wrecked, becoming a total loss. Of the band of men who manned that staunch vessel when she left Nantucket Captain Eldredge has for many years been the sole survivor, and his story of the disaster, as he related it in detail, always teamed with interest.

Meeting with ship-wreck on his first voyage did not dampen the ardor of Eldredge for a seaman's life, and on the 18th of July, 1843, he sailed on ship Empire, with Capt. Charles A. Veeder, and was gone over four years,



The late Capt. William M. Eldredge.

the voyage ending on November 27, 1847, when the ship returned to Nantucket with 2,076 barrels of sperm oil and 35 barrels of whale oil. On April 7, 1849, Eldredge sailed as second mate with Capt. Reuben F. Starbuck on the brig Tyleston of Nantucket, for an Atlantic ocean voyage. The cruise was an unlucky one and the ship returned in July of the following year, having taken but 30 barrels of sperm oil and 80 barrels of whale oil.

In 1851, he sailed as second mate on ship Midas of New Bedford, Captain Woodbridge, the vessel going up into the Arctic and making a very good voyage of about two years. Eldredge's next venture was as mate of the bark Lewis of New Bedford, which sailed in the winter of 1853. This proved to be a "drunken voyage," and Eldredge left the ship at the Sandwich Islands, returning home in the Emerald, of Sag Harbor.

He made his next voyage as mate in 1856, on the ship Isabella of New Bedford, but was taken sick when the vessel was nearing the Sandwich Islands and was obliged to leave her at Honolulu. Being in poor health, he went to California, and there sent home for his wife (whom he married in 1853) and in 1858 they returned to their home in Nantucket, Eldredge desiring to sign for another voyage. Only a few days after his arrival in Nantucket he shipped as mate on the merchantman Samuel Robinson of

Fairhaven, on a voyage to Honolulu with a cargo of "knick-knacks." From this time forth Eldredge continued in the merchant service, following the Honolulu trade for about ten years, and "rounding the Horn" seventeen times.

In 1861 he went out on the West Wind for \$17 per month, leaving the vessel at Honolulu to take his first command, coming home as master of ship Nassau of New Bedford with a salary of \$100 per month. He made two more voyages as master, both to Honolulu, and both on New Bedford ships, the first in command of the Hawaii and the second in command of the Asia. In 1868 he decided to make one more voyage and shipped as mate of the brig Heman Smith of Boston, on an Atlantic whaling cruise lasting twenty months.

This was his last voyage and upon his return home in 1870 Captain Eldredge gave up the sea and engaged

in farming, which he followed up to twelve years ago, when he retired from active life and during the summer months drove a public carriage, in which occupation he made many friends among the summer visitors. For a man eighty-odd years of age, Captain Eldredge has been remarkably well preserved and was able to walk several miles each day without fatigue. His last illness came upon him suddenly and last Saturday he lapsed into a stupor from which he never aroused.

Funeral services were held in the First Baptist church, Wednesday afternoon at 2.30 o'clock, the Rev. P. B. Covell officiating.

Doctor Sharp Lectures Before Eliot Club.

At the March meeting of the Eliot Club in Jamaica Plain, last week, the guest and speaker of the evening was Representative Benjamin Sharp, of Nantucket, who gave a most interesting and instructive lecture, illustrated by the stereopticon, on a trip to Alaska and Siberia. In its account of the Eliot Club meeting, the Jamaica Plain News says:

"Dr. Sharp made his trip with a government party on the famous ship, 'The Bear,' in the interests of the seal fisheries in Behring sea and the introduction of the reindeer of Siberia into Alaska as a means of promoting industry and civilization in the United States' possessions in that barren, frozen country, the superior progress in Russia just across the Behring straits having been due largely to the domestication and preservation of this animal.

The speaker gave a graphic and very instructive account of his trip, which was fully illustrated by lantern slides made by himself from photographs which he took on the trip. The pictures included some very interesting views of the natives, their habits of living, the seal-fishing industry, great herds of seals on the beaches, also herds of reindeers in Siberia, and scenes of the rugged, snowbound country.

His statistics and charts dealing with the seal-fishing problem, and the wanton destruction of these valuable fur-bearing animals before it was

partially checked by treaties and laws, was most instructive, suggestive and interesting. Dr. Sharp was listened to with the keenest interest by the Club and given an enthusiastic and appreciative vote of thanks at the conclusion, all agreeing that it was a lecture that was 'different,' and both entertaining and informing."

Coot Bill Killed by Senate.

The coot, whistler and shell-drake bill was killed by a voice vote in the Senate on March 20th. Representative Sharp's "coot-bill" was assigned for debate on Tuesday of this week. This bill is to permit the shooting of coot at all times, and as the subject has furnished one of the most bitter fights of previous legislative sessions, it was deemed best to have a day set apart for the fight, in order that all interested might be present, Dr. Sharp requesting an assignment for Tuesday.

Selectmen's Notice.

Thomas Lewis has applied for a first-class liquor license to sell intoxicating liquors at his store located on Washington street, Nantucket.

Patrick Keane has applied for a fourth class liquor license to sell intoxicating liquors at his store located on Main street, Nantucket.

Edward H. Perry,
Secretary.

m23 3t

Notice.

The public schools will re-open Monday, April 15.

Mary L. Lincoln, Superintendent.

FOR SALE—The John D. Gardner property on Easton street, formerly residence of Dr. Harold Williams. This entire property, including stable, at reasonable price. Apply to Anthony W. Ayers. mh30

SHOATS—Some fine healthy 100 lb. Shoats for sale. Owing to a misunderstanding in price these shoats were not sold when advertised a few weeks ago. If you want some nice stock, call and see them. Melvin O. Hardy, 147 Main street.

FOR SALE—A new Democrat Wagon; a Rubber-tired Depot Wagon; a Rubber-tired Runabout; a new Delivery Wagon. James H. Wood, Jr. It

ST. PAUL'S CHURCH.

(Episcopal) Fair Street.

Rev. E. L. Eustis, Rector, 11 Gardner St.

Palm Sunday, March 31—

8. Holy Communion.

10.45. Morning service and sermon.

12.15. Sunday School.

7.30. Evening service and address.

Wednesday before Easter—

4. Evening service and address.

Maundy Thursday—

10. Holy communion.

Good Friday—

10. Ante Communion Service.

7.30. Evening Prayer.

Saturday, Easter Even

8. Holy Baptism for Infants.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in Martinez, Cal., February 13, Joseph C. Fish and Mrs. A. E. Naghels.

Isaac H. Folger has been appointed Collector of Customs for this port, with the advice and consent of the Senate.

Bark Platina, commanded by Captain Otis Hamblin of this town, arrived at New Bedford last week, from a Pacific Ocean whaling voyage of 38 months, having taken 1830 barrels sperm and 170 barrels whale oil, valued at \$160,000.

FORTY YEARS AGO.

Captain Frederick A. Chase has been appointed a Trial Justice for the County of Nantucket.

During the first twenty-two days of March, the steamer was able to make trips but four days—a circumstance without a parallel since steamboats first commenced running from the island.

As shown by the census of June, 1870, the total population of Nantucket was 4,120. Of this number the old standard island names took the following: Coffin 185, Folger 138, Swain and Gardner 112, Chase 83, Hussey 76, Macy 76, Ray 67, Fisher 64, Coleman 61, Dunham 53, Starbuck 50, Brown 45, Chadwick 41, Barnard 38, Clark 38, Gibbs 36, Cathcart 35, Winslow 34, Smith 32, Bunker 30, Paddock 30.

THIRTY-FIVE YEARS AGO.

Herring have commenced running in Madaket ditch.

Fishermen at South Shore have been very successful.

Josiah F. Murphey is to act as clerk at the Ray View House this summer.

William C. L'Hommedieu has purchased of John Winn the land on Water street adjoining his harness shop.

The total rainfall for the month of March was 9.92 inches—the largest for any one month for fifteen years past.

THIRTY YEARS AGO.

Samuel Woodward has sold to Benjamin F. Williams the Ariel Cathcart house on Orange street, for \$500.

Married, in this town, March 27, by the Rev. James E. Crawford, Thomas B. Swan and Miss Caroline M. Douglas.

Madaket ditch has been widened to eight feet, and deepened, the water from Long pond rushing through it in a powerful stream.

Capt. Samuel Davis has resigned his position as mate of the Cross Rip light ship, because of ill health. George H. Fisher has been appointed to the vacancy.

TWENTY-FIVE YEARS AGO.

Professor Benjamin Sharp is delivering weekly lectures at the Philadelphia Academy of Natural Sciences.

The Unitarian society has extended to the Rev. C. A. Roys a call to remain their pastor for another year.

Mrs. Mary S. Breed has sold to Edwin S. Sarcher, of New York, a house lot on Brant point, north of The Nantucket.

TWENTY YEARS AGO.

Dr. E. B. Coleman has been appointed town physician for the current year.

Schooner Mary E. Crosby has been chartered for a trip "down east" for ice.

Lewis F. Buchanan has been chosen a director of the Pacific National Bank, to fill the vacancy caused by the death of Charles H. Dunham.

The selectmen held a hearing in the Town Hall, Saturday evening, on the petition of the Nantucket Beach Street Railroad Company for a right of way to 'Sconset.

FIFTEEN YEARS AGO.

Eighteen years ago Friday (April 3) there were nine vessels in jeopardy about our shores.

Friends of Leander Cobb gave him a pleasant surprise on Saturday evening, March 23, it being his birthday anniversary.

There was a lively snow storm in 'Sconset, Sunday, during which two inches of snow fell. West of Bean hill not a trace was seen. In Polpis there was a heavy hail storm.

Harrison Myrick, keeper of Nantucket Union Store, will engage in the grocery trade on his own account, and has engaged the store on the corner of Main and Centre streets, for many years occupied by E. H. Parker.

TEN YEARS AGO.

Mrs. B. T. Judkins has sold her 'Sconset cottage "Minimum" to Mrs. Mattha A. Coffin.

Married, in Jacksonville, Florida, March 31, Gertrude H. Smith, of Nantucket, and Walter E. Clinton, of Somerville, Mass.

Schooner Fly Away, wrecked last week on Old Man shoal, was towed into Vineyard Haven on Friday, by tug Dudley Pray.

Forest fires have threatened considerable damage this week. One near Surfside was subdued with the aid of the patrol there. A second between Mioxes and Hummock ponds seriously threatened 100 acres of valuable pine growth. Plows were brought into service and the fire put out after a hot fight.

FIVE YEARS AGO.

Light snow fell for twenty-four hours continuously on Monday and Tuesday, April 1 and 2.

Married, in this town, April 1, by the Rev. B. F. Raynor, Priscilla A. Owen and Benjamin Garfield Russell.

The tenth anniversary of the Woman's Relief Corps was celebrated in John B. Chase hall, Monday evening, April 1st.

A team of gilt-edge bowlers from the Commercial Club, Brockton, were beaten on the Athletic Club alleys two evenings in succession. Winning team included James Y. Deacon, William T. Swain, Walter H. Burgess, John C. Ring and Herbert W. Bennett.

The Selectmen.

The full board was again present Monday evening, and it proved to be the longest session of the year thus far. The following bills were approved and drafts ordered drawn:

James W. Westgate, care of town clock, \$12.50.

Police department, salaries, \$174.50.
Emma Cook, transfers for the assessors, \$10.00.

Arthur H. Gardner, premium on bond as tax collector, \$20.00.

Charles C. Morris, care of 'Sconset street lights, \$31.00.

Lauriston Bunker, sundry expenses and qualifying officers, \$16.83.

Charles J. Fisher, box rent and stationery for assessors, \$2.27; salary account \$200.00.

George Buckley, bill for a dory destroyed by forest fire, \$10.00.

James H. Wood, Jr., account repaired Atlantic avenue, \$150.00.

F. E. Caril, care of dump, \$25.00.

Edward G. Swain, account appropriation Hummock pond road, \$500.00.

Gas & Electric Co., street lighting for March, \$308.30.

Alfred E. Smith, sewer commissioners, \$500.00.

Frederick F. Parker was appointed a special police officer without pay.

George W. Cummings came before the board announcing that he had removed his legal residence from Chatham to Nantucket, was to be assessed by the local assessors this year, and requested a fishing permit, which was granted.

The board voted to purchase a number of new lanterns for the street lights at 'Sconset.

A complaint was received from Harry Gordon of damage done to his sheep and cows by dogs belonging to Israel M. Lewis and Robert Robinson. The secretary was instructed to notify the owners of the dogs that they must be kept in restraint.

The matter of making choice of a chief of police from the five applicants for the position—Henry C. Coffin, Benjamin B. McCleave, Joseph A. Johnson, Jr., Israel M. Swain and Samuel T. Burgess—came up for consideration, and these being the only applications specifying a desire for the position of chief, the board proceeded to ballot. The result was the choice of Mr. Burgess by a practically unanimous vote, one blank being cast.

The board then adjourned, but a few minutes later the members were called together again, Police Officer Johnson having appeared and tendered a verbal resignation from the force, to take effect at four o'clock the following morning. The board accepted his resignation, and selected Lawrence Moon-ey, Jr., to fill the vacancy. This makes the present roster of "the force" as follows: Samuel T. Burgess (chief), William E. Small and Lawrence Moon-ey, Jr.

The Class of 1912, N. H. S., Enjoying Their Washington Trip.

Continued from First Page.

its old-fashioned furniture, and we saw the room where Washington died, Martha's bed-room, and all the rest. In fact, there was little about Mount Vernon that we did not see—for that was what we came for. We came back to the city by steamer and had a delightful sail along the winding Po-

MEMBERS OF CLASS OF 1912, NANTUCKET HIGH SCHOOL.



Left to right—(Standing) Mildred Morris, Blanche Coffin, Helen Thomas, Marion Norcross, Mildred Chase.
(Seated) C. Ray Morris, Miss Carrie J. Long (Teacher), Cora Gibbs. Photo by Boyer.

tomac, with its beautiful scenery all along the way. Nobody felt even the least bit sea-sick, either—the river was too quiet and peaceful—and we had a jolly time on the boat.

We rather think Miss Long is enjoying the trip fully as much as ourselves. At any rate, we want her to, and she really seems to be one of the class instead of our teacher. Ray seems to feel it his duty to keep an eye over the whole of us and there are times when we are mighty glad we have a boy with us—for a boy comes in handy with a bunch of girls, especially when we want anything done.

Tomorrow (Thursday) we are going sight-seeing and will see some of the beautiful buildings in this beautiful city. We have not yet received an invitation from President Taft to dine with him at the White House, but we expect one before we leave. We know we never shall be able to remember one-half of what we have seen and are yet to see, but it will be a trip we will never forget and well worth the months we worked to raise the funds for the trip. We have our Nantucket friends to thank for the generous help we received from the start, and now that we are really in Washington our sense of appreciation is all the keener.

On our way back to New York, we are to stop in Philadelphia for a while, and we anticipate another "rubber-neck" trip there. There will probably be lots of interesting places in the Quaker City, but we know we never shall visit a place that will impress us as does Washington. We are certainly having a lovely trip together, and but for the fact that once in a while a little "green-ness" crops out, we feel like hardened travellers already.

When we get back to Boston we will separate. Some of us will return home at once, but a number of us are planning to visit friends and relatives in places around Boston, so we will not come home together. One thing we are sure of, however, that as the Class of 1912 of the Nantucket High School, we are now "having the time of our lives."

One of the Girls.

Washington, D. C., April 3.

Lightning Struck at Sankaty.

During the thunder storm which swept over Nantucket island Tuesday evening, a bolt of lightning entered the residence of the assistant keeper at Sankaty lighthouse, about 9.30 o'clock, following the telephone wire along and upon entering the kitchen turning things "topsy-turvy", although doing no very extensive damage, except to rip off about 36 square feet of plastering from the side walls. Chairs were over-turned, the telephone torn from the wall, wood-work splintered and scorched, dishes in the pantry were tossed about, and numerous freak effects produced, the bolt finally passing out near the pantry window, ripping off clap-boards on the outside of the building and tearing holes in the two galvanized "leaders" running down from the roof. It then entered the lighthouse tower through the brick wall at the base (about three feet thick), striking the central shaft and cutting up all sorts of capers on the interior of the tower. The bolt then apparently split, for several places were found where it left the building and passed out into the ground.

Assistant Keeper Purdy was on watch at the time the lightning struck

and was dazed for a few minutes, the entrance of the lightning extinguishing the kerosene lamp by which he was reading. Keeper Remsen, who had retired, was awakened by the crash when the building was struck, and hastily donning his clothes, went around into his assistant's quarters, where the damage was found not to be very extensive, although the exact results of the lightning's pranks were not ascertained until daylight.

Bids for Watering the Streets.

The committee on watering and sweeping the streets will receive bids for watering the streets of the town of Nantucket for a period of thirteen weeks, the bidder to name price per week, nine hours per day, for man and a pair of horses, with the understanding that the same are to be used in sweeping the streets when the committee so desires. Proposals may be handed to either of the committee, prior to Saturday, April 13, at 9 p. m.

David W. Gibbs,
Clinton S. Folger,
John Terry
Committee.

WRECKAGE

Wreckage taken from Barge No. 16 is in my possession. The owner may have same by calling upon me and paying salvage.

John Killen,
Commissioner of Wrecks and Shipwrecked Goods. mh30 3t

Selectmen's Notice.

Thomas Lewis has applied for a first-class liquor license to sell intoxicating liquors at his store located on Washington street, Nantucket.

Patrick Keane has applied for a fourth class liquor license to sell intoxicating liquors at his store located on Main street, Nantucket.

Edward H. Perry,
Secretary.

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HEAD PILOT FOR THE JAPANESE.

Capt Arthur Fisher, Son of Capt "Tim," a Half-Century Ago Skilled Shipmaster of Nantucket, Has Had Wonderful Deep Sea Experiences--Circled the World Six Times in Clipper Ships.

HE RELINQUISHED SAILORMAN LIFE TO WORK FOR JAPAN.



PILOTS TENDER
and JAPANESE CREW

By SINON J. NEVINS.

BORN on the Island of Nantucket, 57 years ago, in the old homestead which still stands at the corner of Coffin and Union sts, Capt Arthur Fisher, son of Capt "Tim" and Nancy Clisby—his father, one of Nantucket's most successful ship-masters of a half-century ago—is today one of Japan's most respected and important men.

For 20 years he has been at the head of the Japan pilots that have carried vessels of all sorts and tonnage through the treacherous China and Japan seas, to the Philippines, up the Siberian coast to the waters of the Arctic, down the Pacific to Australia, and through the Indian Ocean to Cape Town, one of the longest trips, undoubtedly, on record for a local pilot.

Six times he has completely circled the globe in clipper ships of 40 years ago, remaining on shore only for short intervals at a time, while cargoes were being removed or taken on board, and it is doubtful if there are many mariners living today who have traveled as many miles of salt water as has he.

For 12 years, while master of Japan and British ships of steam, he visited many times every port of note whose coastline is washed by the waves of the great Pacific.

It was while he was master of the finest steamship in the East that he resolved to give up steamboating and accept a position with the pilots of Japan waters and the Inland Sea, this being by far a more lucrative one.

Capt Fisher began his seafaring career at the early age of five, when, with his mother, he left his old home to join his father, who was to be with his ship at Valparaiso on a date arranged for. For the following five years young Fisher made his home on board the whaling ship Clara Belle, which had been built for his father and in which he was then making his second voyage in the Pacific.

Capt "Tim" was loved and admired by all who knew him. Small of stature, his weight never more than 120 pounds, he was a mountain of perseverance and filled with grit to the brim. On one voyage, after cruising about two years, his ship began to show signs of the wear and tear to which she had been subjected and Capt "Tim" sailed for

a Peruvian port to make repairs. The arrangements with the shipwrights were not to his liking and he procured a supply of oakum, paint, copper, etc. and set sail for a small sheltered island in the Southern Pacific, where he threw his ship down on her sides, and so thoroughly was she caulked, coppered and painted below the waterline that for the next six years, as he often expressed it, there wasn't a "rainwater horseshoe" of water come through her seams.

While in South American ports, where scores of Nantucket whalers often met, Capt "Tim" was the arbitrator of many disputes between captains and their crews. What he said was law, and he was always prepared (and ever ready) to enforce his "laws" without assistance from any one. Boys, especially, who, perhaps, were making their first voyages aboard these ships, always found a fatherly welcome aboard his vessel, and his decks were never free from visitors while in port, both young and old.

When young Fisher next saw Nantucket he was 10 years of age, and he was sent to school. His first teacher was Hepsteth Hussey, one of the old-

school Quakers. She ruled by love, and although she had many mischievous boys under her care her discipline was at all times perfect.

Six years of "schooling" and the serious side of the young sailor's life began. In September, 1860, the United States frigate Guerriere, having on board the remains of Admiral Farragut, ran ashore on Great Point rip, at the easterly end of the island. As soon as she was discovered a wrecking crew, in charge of Capt "Tom" Brown, one of the best-known pilots in his time, was hastily summoned, and the fishing schooner L. L. Hammond was chartered as a lighter and all haste made to reach the distressed man-of-war.

Stowed Himself Away.

Young Fisher stowed himself away until the schooner was well on her journey, and when he came on deck he was threatened with "keelhauling," but there was no chance to put him ashore, and he was taken along.

For two days the crew labored without letup, removing canister and shells from the magazine of the frigate before she could be floated. And when

she was finally freed from the treacherous sands, and the magazines again filled, the wreckers started for home. So faithfully had young Fisher proved himself that the venerable pilot recommended to the Government at Washington that he receive half pay, and, in consequence, the "stowaway" received \$2 for his share.

In less than a month from that date we find him as a boy on board the bark Yokohama, bound from New York to China ports, in command of Capt Calvin Hamlin of Nantucket. Capt Hamlin came from a family of ship-masters, his father having been master in the packet service for nearly a quarter of a century. Two brothers, Olin and Joseph, had commanded whaleships before Capt "Cal" received his master's papers.

On this voyage his ship, although not of a great tonnage, was considered one of the finest going out of New York. She was a smart sailer, and at the end of the first ten days out she was opposite the Barbados. Everything had been pleasant thus far, and her captain and officers were already predicting a quick voyage, when, on the eleventh night, in a thick fog, the bark was run down by the steamer "Nile." All hands were taken on board the steamer, and the bark scuttled and set on fire. The shipwrecked men were taken to St Thomas and sent to New York by the American Consul.

After a short vacation with his mother, during which the parent endeavored to discourage his going to sea again, without avail, young Fisher again shipped out of New York as a boy on the full-rigged ship Edith, a much larger vessel than the Yokohama. There was a premium attached to hard work aboard ship in those days, and the boy signed the articles with the understanding that his wages would be \$1.00 per month, and as much more at the end of the voyage as the captain figured he was worth. He evidently proved to be as industrious as he was always known to be ashore, for upon the ship's arrival at San Francisco the boy was discharged with the rank of ordinary seaman, and received \$16.00 per month as his "wages plus the bonus," for the trip out. Before the ship was unloaded her captain re-

ceived a charter for a cargo to Liverpool and a return freight back to Golden Gate. One of the first men to "sign" was Fisher, as an able seaman, and the voyage to Europe and return was nearly completed without mishap when one day, while in the Straits of Magellan, in a heavy gale, young Fisher, who was on the foretopmast yard reefing, was struck in the chest by the slatting sail and knocked off the footropes. He had been at work on the weather yardarm, and in his descent fell into the ratlines of the fore rigging, bounding from there into the sea.

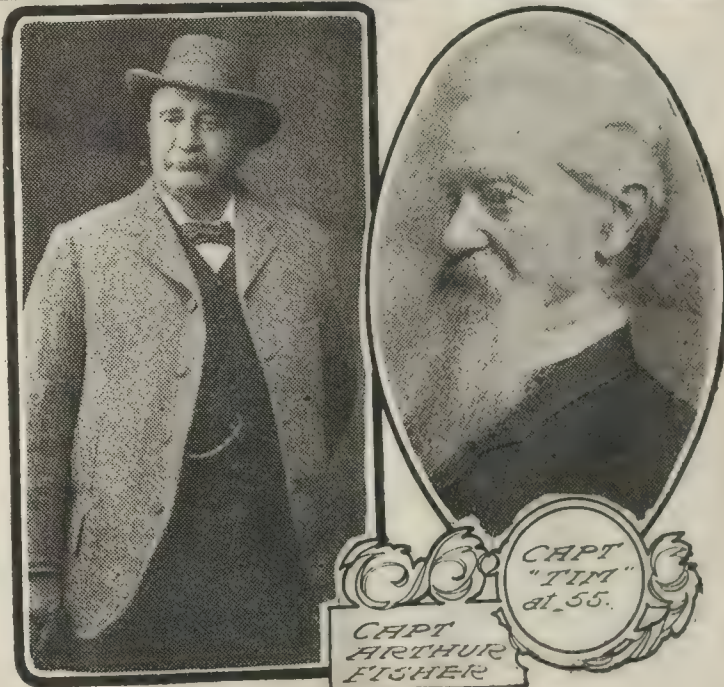
The mate had been aft near the helmsman watching the men on the yard and saw Fisher the instant he was struck, and knew there was nothing to check his being thrown into the sea. Hastily seizing a coil of light line, he slipped a bowline into the end and threw it to him just as he came to the surface abast the mizzen rigging.

All hands were on deck instantly. The sail upon which the men were engaged in reefing was allowed to slat itself to shreds, while every man gave all that was in him in an endeavor to lessen the headway of the ship in order that their shipmate might be saved.

Fisher seized the line and passed the bight under his arm, and in this position was dragged for some time before the ship's headway had been stopped, and he was taken on board unconscious. Careful nursing by the mate soon brought the sailor on deck again, but the ship was well up the California Coast before he was fully recovered.

Fisher as Third Officer.

The Edith's next destination was New York, and when she again "poked her nose" into the Pacific it was with



Fisher as third officer. He proved a most competent one, and at the end of the trip home he was signed again for a trip to San Francisco. Arriving at the latter port he joined the Valparaiso as second officer. For a return immediately to the Metropolis, the same firm owning both ships.

In New York he signed in the ship Haze for Yokohama, going from there to Cebu for hemp and sugar, making a valuable cargo. On the voyage home the captain died and was buried at sea. The first officer took charge of the ship and Fisher was advanced to mate. They arrived safely, and the owners paid a high tribute to the acting captain and his mates.

One more voyage on a sailing ship and Fisher decided to give up that type of craft and have a try at steamshiping. He signed as third officer on a large Japanese steamer, the Akitsu-shima Maru, and a year later accepted a similar position on a new steamer belonging to the same firm, with a captain named Nye, who came from Cape Cod, and was ever afterward a staunch friend of his third officer.

For some years he remained in the ship, leaving her to become first officer of the Genkal Maru for a voyage to Shanghai and return, when he again made a change, being assigned to a different ship of the line in the next 18 months. He received a master's certificate at the end of that time, and voyaged constantly during the following three years to ports in all parts of the world.

But the life aboard steamships, with all its luxuries, became monotonous to the skipper and he resigned to accept a position as executive officer and navigator of a sealing and otter hunting schooner. The ship was built especially for this business and was considered one of the finest-equipped vessels going out of Yokohama at that time. The voyage took them well up to the north then across Behring Sea to Victoria B. C. The voyage proved most profitable, and Capt Fisher, after a short shore leave, sailed again in the sealing schooner "Teresa" for the North Pacific and Bearing Sea.

Off the mouth of the Columbia River during a violent gale, the Teresa was badly damaged, losing four of her masting boats and leaving her hull almost standing rigging in such condition that immediate repairs were imperative. San Francisco was the nearest port and here we next find the roving Nantucketer, after the fashion of his father, repairing his craft. Although it was late in the season when they arrived on the sealing grounds, the voyage was a complete success, ending at Victoria, where Capt Fisher severed his connection with the concern and returned to Japan to enjoy a well-earned rest.

But the idea of remaining ashore for any length was soon out of his mind and in less than a week after his arrival he was looking for a berth. The best position open to him was that of executive officer of an English steamer. He accepted the position and for the following two years cruised and traded in Eastern waters, resigning to accept a position as commodore of a branch of pilots employed by a local steamship concern. Before he had been in his newly-created position two years he received a flattering offer to take command of a handsome English steamer, just out of the shipyard. He accepted the offer and for a year and a half remained in this position.

He Liked Piloting.

But his heart was now in the piloting business, where he could meet men and ships of all Nations, and occasionally go on board a ship captained by an old schoolmate, with, perhaps, another Nantucketer or two among the officers and crew. And as soon as his contract would permit he stepped ashore from the Maebeth, at that time the largest and handsomest ship in Japan waters,

and decided to henceforth engage in the piloting business. And in a few days he began the responsible duties which to this day he is carrying out with a clean record of success.

He has piloted many of the ships of the United States Navy, and was a firm friend of both Dewey and Evans. Among the officers and men of the Japan fleet he was very popular, and played an important part in the war between his adopted country and Russia.

The life of a pilot of great vessels sailing through the Japan Sea and inland bays is one that has broken the health of many a strong man. The strain on one's brain is terrific at times, and no less on one's physical strength, for fogs, storms, rocks and changing currents demand many sleepless nights, with eyes, ears and mind alert and nerves keyed to a high tension.

It has fallen to Capt Fisher to have his courses mainly through the waters of the beautiful Inland Sea of Japan, that great highway for ocean traffic, which is scarcely known in the world's great cities in its true value. Its beauties captivate all who go its length, but it is not until one tries to picture its charms that he realizes what an impossible task he has attempted.

With all the natural and other grandeur of the vistas among the islands of the sea, which stretches from Kobe in a southwesterly direction to the Straits of Shimonoseki, a distance of 250 miles, there are all sorts of dangers from rocks and currents that have helped to pile up many a staunch ship, to the utter loss of life and capital. It is through this lovely dream-land, full of dangers, that the esthete "stowaway" of the I. L. Hammond has taken to safety hundreds of ships, ranging in tonnage from 200 to 27,000, and it is here he hopes to round out his days.

The captain's home in Kobe contains, among its pleasant rooms, with their rare curios, a cozy apartment wherein a visitor may well feel favored to be invited. Barometers and nautical instruments of the finest make from all parts of the world are displayed, while a large view of the island of Nantucket, a crayon of his father, Capt "Tim," and another of his mother occupy the places of honor. Hepsibeth Hussey, his old Quaker school teacher, in her quaint gown and spectacles, shows that, although nearly half a century has passed since he left her old-fashioned schoolroom, he has never forgotten her.

It is 10 years since the captain paid a visit to his old home in Nantucket to renew the scenes of his youth. During his long absence both of his parents passed away, and were laid side by side in the family cemetery on Prospect Hill. Only one relative, a cousin, remained of all whom he had left when he last sailed away. But he found many of his old classmates and neighbors, who gave him a cheering welcome among them and did all in their power to make his stay a pleasant one.

April 13, 1912

Reminiscences

FORTY-FIVE YEARS AGO.

Frederick C. Alley has been appointed and confirmed as paymaster in the U. S. navy.

Married, in this town, March 28, by the Rev. S. D. Hosmer, Henry J. Brown and Miss Mary E. Cottle.

Married, in this town, March 28, by the Rev. S. D. Hosmer, Capt. Obed G. Coffin and Mrs. Mary E. Mackie, both of Nantucket.

The firm of Davis, Eldredge & Kenney has opened a store on the corner of Main and North Union streets, with a supply of groceries and ship chandlery.

FORTY YEARS AGO.

On Monday, March 25, the best sleighing of the winter was enjoyed.

The Rev. George A. Morse is to serve as pastor of the M. E. Church for another year.

Miss Hattie R. Turner, of this town, has been appointed teacher of the school in West Hampton, Mass.

The schoolhouse on Fair street, lately occupied by Hepsibeth C. Hussey, has been purchased by the Methodist Episcopal Society for a vestry.

Bark Willy and Emmy, Capt. Andrew, from Wilmington, N. C., bound for Queenstown, England, struck on Great Kip, Thursday night. The mate, with a boat's crew, landed at Seonsat Friday morning, coming to town with Capt. George W. Coffin, wreck master. Steamer Island Home, after an ineffectual attempt to haul her off, signaled for a lighter.

THIRTY-FIVE YEARS AGO.

Edward and James Norcross landed three hundred cod at Quidnet last Sunday.

John Morissey, Jr., third lieutenant in the U. S. revenue service, has been promoted to the second lieutenantancy.

Lieut. S. M. Ackley has been transferred from the U. S. steamer Wyoming to the coast survey steamer Blake.

THIRTY YEARS AGO.

The total rainfall for the month of March was 3.05 inches.

Eggs are again on the rise, selling at 13 cents per pound, and from 18 to 20 cents per dozen.

Capt. Obed G. Coffin has sold to Alexander Raymond the Valentine Coffin house and land on Main street.

A petition asking for the establishment of a police court in Nantucket, to have jurisdiction over this island and the adjacent small islands, has been in circulation for signatures this week, and forwarded to Representative Freeman.

TWENTY-FIVE YEARS AGO.

Allen Coffin has been re-appointed a trial justice for this county.

President Cleveland has appointed Captain John M. Winslow postmaster of Nantucket.

Mr. and Mrs. Harrison Myrick celebrated their fifteenth wedding anniversary, Wednesday evening, April 13, at their home on Main street.

TWENTY YEARS AGO.

Married, in this town, April 6, Ors Winslow, of West Charleston, Vermont, and Miss Lulu Baker, of Nantucket.

Married, in this town, April 6, by the Rev. Cyrus A. Royce, assisted by the Rev. M. S. Dudley, the Rev. Robert E. Farrier, of New Rochelle, N. Y., and Miss Helen Locke, of this town.

The U. S. treasury department has recognized in a substantial manner the heroism of the members of the Coskata lifesaving crew, in rescuing the men of the schooner H. P. Kirkham. The keeper will receive an increase of one hundred dollars to his salary and a gold medal; each member of the crew will receive a silver medal, and their pay would be increased if the law would allow it.

FIFTEEN YEARS AGO.

The contract for the carpentry work on Dr. J. S. Grouard's new house has been awarded to W. H. Wyer & Co.

An original pension has been granted to Simeon L. Lewis, and a re-issue to Charlotte M. Cathcart, of this town.

Young friends of Frankie Holdgate gave him a pleasant surprise at his home on Milk street, Tuesday evening, April 6, it being his thirteenth birthday anniversary.

TEN YEARS AGO.

Thomas M. Gardner Relief Corps, No. 86, celebrated its fifth anniversary in Smith's Hall, Tuesday evening, April 1st.

Mr. and Mrs. William B. Stevens entertained friends on Thursday, April 3, it being the birthday anniversary of the former.

Charles C. Morris has purchased the stable on the R. B. Coffin estate, Main street, 'Sconset, which is being razed for removal to his own premises.

F. A. Dillingham, of Summit, N. J., has purchased through Mowry's agency, a lot at Beachside, upon which he will erect a summer residence.

FIVE YEARS AGO.

Born, in this town, Monday, April 8, a son to Mr. and Mrs. Arthur M. Taylor.

The Rev. H. H. Ryder, rector of St. Paul's Episcopal church, has offered his resignation to the vestry.

First on the list of honor men at Phillips-Exeter Academy is the name of Walter D. Allen of Nantucket.

Mr. and Mrs. Addison Turner Winslow entertained friends Thursday evening, April 11, on the occasion of Mrs. Winslow's birthday anniversary.

Allan Doane, the little son of Mr. and Mrs. J. H. Wood, Jr., celebrated his sixth birthday anniversary on Friday, March 29, at his home on Gardner street, entertaining a number of juvenile friends.

Water Front

A large surf-boat bearing the name "Race Point" came down on the steamer Thursday, for the Surfside life-saving station.

Manuel Sylvia has resteped the mast in sloop Sakuntala this week and is now rigging the boat for fishing purposes. She is to be equipped with a 24 horse-power engine.

Steamer Nantucket did not put out Monday, owing to a high westerly wind. When she returned Tuesday afternoon she brought a large passenger list, and was heavily laden with freight.

When she started down from New Bedford with the lighter, Thursday, steamer Sankaty headed for the Quicks Hole passage, but the conditions were found so rough that it was thought imprudent to continue and she finally made the trip through the regular passage at Woods Hole. It was quite choppy in the sound, however, and the steamer proceeded cautiously with her tow.

The "small craft" storm warning was flying from the weather bureau's staff Tuesday. Some folks who spied

the red pennant could not understand its significance and were of the opinion that the observer had neglected to hoist the second pennant which usually flies with the red. The small craft warning is merely a red pennant and when it is displayed it means that, while no severe storm is approaching, the wind will be of sufficient velocity to make it dangerous for small vessels to venture out.

Such changes in the weather as we have been having this week bear forcibly on the mind the fact that the furnace is still eating up coal.

Maurice Norcross was among the departures Tuesday.

Miss Harriet Hussey has returned from her vacation trip.

Notice to Voters.

The Registrars of Voters will hold a continuous session for the registration of voters, at the Town Clerk's Office on Saturday, April 20, 1912, from ten o'clock in the forenoon until six o'clock in the afternoon.

After six o'clock in the afternoon of Saturday, April 20, no more names will be added to the registers, except to correct a clerical error.

Applicants for registration whose names are not on the Assessors' List of Polls must bring tax bill or certificate from the Assessors, and, if alien born must bring naturalization papers.

Charles W. Austin,
William Cox,
Elliot M. Brown,
Lauriston Bunker,
Registrars of Voters.

Driver Wanted for Automobile Chemical--

Applications for driver of the new automobile chemical fire engine will be received by the Board of Firewards up to Friday evening, May 3. Applications must be in writing. Address Arthur A. Norcross, secretary. ap 13 3t

Card of Thanks.

We wish to express our sincere thanks for the sympathy and kindness shown us in our recent bereavement, and for the beautiful floral offerings sent.

Mr. and Mrs. Willie F. Gibbs
and Family,
Mr. and Mrs. George Rogers.

Selectmen's Notice.

Richard E. Congdon makes application for a liquor license of the sixth class, to sell spirituous liquors on the following-described premises: at his store, No. 47 Main street, Nantucket.

Edward H. Perry,
Secretary.
ap 13 3t

Easter Concert.

The Methodist Episcopal Sunday School will hold their Easter Concert on Sunday evening, April 14th, at 7.30. Speaking by the children, music by the school and choir. All are invited. 1t-1p.

Reminiscences

FORTY-FIVE YEARS AGO.

April 20, 1912.
Married, in Hartford, Conn., 28th ult., Isaac Parry of Utica, N. Y., and Miss Lydia W. Bunker, Nantucket.

Married, in this town, Thursday evening, April 4, by George Cobb, Esq., Edward C. Barrett and Miss Ann Eliza Calliway, both of Nantucket.

FORTY YEARS AGO.

On Tuesday, the 16th, Capt. B. R. Burdett launched his new boat, the "Dauntless."

Married, in East Cambridge, February 29, James W. Morey and Mrs. Hopsy Gardner.

The first fresh halibut of the season were brought into market Tuesday by John Orpin and David B. Andrews, who caught them at Siasconset.

The old mansion on Main street, commonly known as the Jacob Barker house, has been sold, with the land under and adjoining, and will be torn down and replaced by a new house.

THIRTY-FIVE YEARS AGO.

Married, in this town, April 16, by the Rt. Rev. Fr. Brady, John E. Morgan and Miss Susie McNinney.

William Henry, while landing from a dory at Quidnet, Monday, was upset, receiving severe injuries about the face.

Charles H. Robinson has sold to E. W. Perry the house on New Mill street next west of the residence of James M. Bunker.

THIRTY YEARS AGO.

Herring are plentiful in Long and Hummock ponds.

Miss Louise S. Baker occupied the pulpit of the First Congregational church, Sunday morning and evening.

Captain William H. Skinner has sold his wood business to Captain George W. Allen, who will continue at the old stand on Cross wharf.

The Surfside Land Company will float bonds to the amount of \$300,000, which will be of the denomination of \$25, bearing interest at 5 per cent. for five years, and at 6 per cent. for fifteen years.

TWENTY-FIVE YEARS AGO.

John Harps has resigned as a member of the board of assessors.

Mrs. Mary Hussey has sold to A. T. Mowry the store property, corner of Main and Fair street.

Married, in this town, April 21, by Friends' ceremony, John H. Foster and Mary E. Sinkenson.

Miss Lizzie Coggeshall has tendered her resignation as teacher of room No. 1, at the High school building; Miss Marion G. Chase has been transferred to this room from 'Sconset, and Miss Anne Ring, of the Tuckernuck school, will go to 'Sconset. Miss Mamie Reyot has been tendered the position as teacher of the Tuckernuck school.

TWENTY YEARS AGO.

A pension has been granted Mrs. Sarah M. Barrully, of this town.

Governor Russell has appointed Dr. John S. Grouard medical examiner for Nantucket county.

Mr. and Mrs. C. H. Mowry celebrated their sixth wedding anniversary on Wednesday evening, April 20, at the Springfield House.

The Nantucket Beach Street Railway Company has petitioned the selectmen for permission to act as a common carrier and to do a general express business.

FIFTEEN YEARS AGO.

Married, in this town, April 12, by the Rev. O. M. Martin, George W. Francis, Jr., and Miss Etta Louise Wixon.

Willis Higgins, of Race Point light, has been named to succeed Capt. Amasa Dyer, as keeper of Great Point light. Barzillai S. Coffin has accepted the appointment of assistant keeper.

The stock, good will and fixtures of the Nantucket Union Store were sold by the committee, last Saturday, to John Harps, representing a new stock company, and the store was re-opened to the public on Wednesday.

TEN YEARS AGO.

The Rev. and Mrs. Robert E. Farrier celebrated their tenth wedding anniversary in Poughkeepsie, N. Y., April 9th.

Miss Emily H. Chase, of this town, has accepted the position of teacher of the Intervale School of French Village, in Wilton, N. H.

Clifford F. Barnard has accepted the position of assistant to the secretary of the United Shoe Machinery Company, of Boston.

On Monday, Representative Gardner presented to the House the petition of the selectmen of Nantucket for legislation looking to the acquirement, by the Commonwealth, as a public reservation, the Cliff Beach property, and introduced a bill therefor.

FIVE YEARS AGO.

Reuben G. Coffin, of Malden, has purchased the drug business of Albert I. Tobey, on Main street.

The engagement is announced of Miss Edith Mae Pineo, of Jamaica Plain, and John Curtis Donney, of Newton.

James O. Francis has tendered his resignation as engineer of steamer Nantucket, after ten years' service in the employ of the N. B., M. V. & N. Steamboat Company.

Mr. and Mrs. William H. Wyer have announced the engagement of their daughter, Edith Harris Wyer, to Herbert Starkes Whiton, of Ponce, Porto Rico.

Wanted---Saleswoman

In Wyer's Art Store, a young woman who has had some experience in selling goods. Will be required for the season (about 10 weeks).
ap 20 H. S. WYER.

FOR RENT—Suite of rooms on lower floor of No. 7 School street. For terms apply to S. E. Brock, 14 Fair street.
ap 20 tf

FOR SALE—Eight Barred Plymouth Rock Pullets. M. W. Boyer.

NING, APRIL 27, 1912

When the Pump Had Two Snouts.

James Walter Folger, Nantucket's original and pictorial wood carver, has just executed a piece of carving which will undoubtedly prove one of his most popular subjects. He depicts the famous 'Sconset pump as it looked prior to 1857, when it ceased to glory in two "spouts," and the carving is surely a skillful bit of work. Beneath the lower spout stands a half-hogshead, resting upon a group of cobble-stones, and on the opposite side is shown the rear of a wagon or "tip-cart," backed up to the upper spout to receive water into the barrel it contains, which method of getting water from the pump was in vogue for many years. At the lower left of the panel lies a cod-fish, apparently fresh from the ocean below 'Sconset bank, and in the distance a white sail or two is seen on the horizon. Mr. Folger's illustration of the famous old pump as it used to be and as it was first constructed in 1776, when a fund was raised for the purpose, is a remarkable conception, skillfully executed in the wood.

Another of Mr. Folger's recent works of art is a water color sketch of "Breck Neck Alley" before its artistic features were spoiled by an attempt at modernization. This picture is of the alley as it appeared forty-odd years ago, with its uneven steps, deep ruts, stony path, rickety fences, etc., and the artist has illustrated with one of Nantucket's old salts (a character readily recognized in the picture) making his way with difficulty down the alley, with his pail of spilled milk on the ground below the steps. The water-color was taken from a drawing of "Breck Neck Alley" which Mr. Folger made some years ago.

Mr. Folger has also produced in water colors a picture which he has titled "An Ancient Neighborhood," which is extremely interesting inasmuch as it depicts Sunset Hill as it appeared many years ago, with the Calloway house in the foreground, the "Oldest House" in the background at the right and with two other houses, which used to stand on the hill, in the background at the left. The picture illustrates the vicinity as it was several generations past, with sheep grazing about, and a gang of men at work endeavoring to extinguish a fire which destroyed a "lean-to" on the "Oldest House" years ago.

Reminiscences

FORTY-FIVE YEARS AGO.

A patent has been issued to Andrew R. Worth, of this town, for improvement in seed planters.

Seymour L. Meade, for six years principal of the Coffin School, has resigned that position because of ill health.

FORTY YEARS AGO.

Codfish are plenty and run unusually large.

Married, in this town, April 22, John M. Chapman and Miss Mary Ann Foley.

Married, in this town, by Friends' Ceremony, April 23, Charles S. Hinchman and Lydia S. Mitchell.

An alarm of fire was given, Wednesday morning, April 24, for a fire in the dwelling house of Thomas W. Barrally, corner of Pleasant and Summer streets. Some damage was done, both by fire and water, but it was confined to one room.

THIRTY-FIVE YEARS AGO.

The rainfall of Thursday night was 1.37 inches.

Captain Alden H. Adams arrived in port on Saturday with a cargo of sea clams.

The Academy Hill school building is to be painted, Columbus Hussey to do the work.

The Rev. N. A. Haskell lectured Sunday evening, on "The Pros and Cons of Nantucket and Nantucketers."

THIRTY YEARS AGO.

The Jesse Baker house on Liberty street has been sold to Mrs. Deborah Swain.

Married, in this town, 23d inst., Frederick S. Chadwick and Miss Mary L. Folger.

Capt. Obed Starbuck has sold to John S. Appleton, Jr., the house and land on Pine street, opposite Darling.

E. F. Whitman has established a steam saw mill in the engine house connected with the water tank at the head of Steamboat wharf.

TWENTY-FIVE YEARS AGO.

Daniel C. Ring, of this town, has accepted a school in Brewster.

A brisk fire was raging on the commons at the east side of the island, on Friday.

A sailboat anchored at the south side of Commercial wharf was swamped during a severe storm, Monday night.

The Rev. George E. Brightman has resigned his pastorate of the Centre street M. E. church, because of ill health.

A slight blaze occurred in the Journal office, Tuesday noon, caused by an apron taking fire from a gas jet. The damage was slight.

TWENTY YEARS AGO.

Ice formed Wednesday night.

Arthur W. Jones is to sail with Captain John P. Conway in ship Lucile, in a few weeks.

Married, at Brant Rock, Marshfield, April 17, David W. Burgess and Miss Marietta Starbuck, both of Nantucket.

Charles A. Kenney has fitted up one of the stores in Kidder's block, where he will carry on a business in groceries, fruits, etc.

FIFTEEN YEARS AGO.

Foxes have been shot at the western part of the island this week.

The Joseph Hamblen property on Quince street, has been purchased by John W. Cook.

The Rev. O. M. Martin has been re-appointed to the Methodist church of this town by the annual conference.

At a recent meeting of the stockholders of the new Union Store, by-laws were enacted. Josiah Freeman, William H. H. Smith and Arthur H. Gardner were chosen directors, and John Harps secretary and treasurer.

TEN YEARS AGO.

The Rev. J. O. Rutter has been re-appointed to the pastorate of the Centre street M. E. church.

The 61-foot stack on Killen's new ice plant was raised Tuesday morning, before a crowd of on-lookers.

The Committee on Harbors and Public Lands will give a hearing at the State House in Boston, May 2, on the petition of Henry Riddell and others, relative to establishing the Nantucket Cliff Bathing Beach Association, as presented in a bill by Representative Gardner last week.

FIVE YEARS AGO.

Married, in Providence, April 15, Elizabeth J. Tracy and Arthur M. Read.

Miss Lillian Smalley has accepted the position of clerk in the Pacific National Bank.

Married, in this town, April 24, by the Rev. Fr. T. J. McGee, James D. Mooney, of Brockton, and Miss Margaret Driscoll, of Nantucket.

Herbert G. Worth took his first and last lesson in cutting out fish tongues, Tuesday, furnishing an unexpected bit of entertainment for the fishermen.

Pupils of the local High School presented a clever operetta, "The Whole Year Round," in Red Men's Hall, Friday evening, April 19, which was a decided success.

The Old Nantucket Song.

Editor of The Inquirer and Mirror:

Some weeks ago you very kindly let me use your columns to inquire for the verses and authorship of a song which the children in the West Grammar School used to sing, about 1846. Several verses of the song were sent to me by various persons, and the version which follows is probably fairly complete and will interest those who used to sing the song, as well as all lovers of Nantucket.

On old Nantucket's sea-girt isle,
Many an hour I've whiled away
Listening to the breakers roar,
As along the sandy beach they play.
Then who would leave our island fair
Whose shores are washed by ocean's wave?
Or who would leave our own pure air
And rolling surf our limbs to lave?

Chorus:

We'll raise our voices loud and free
And fill the air for many a mile,
And let the tuneful chorus be
To old Nantucket's sea-girt isle!

Then who would leave our sunny isle
For city's sultry air and din,
Where pampered riches' languid smile
Betrays the sickly state within?
Or who would leave the ceaseless roar
Of ocean waters in their strife,
Our pebbled beach and sandy shore
For country's dull and plodding life?

Chorus:

Then who that has an honest heart
Would leave the island of his birth
And from that sacred soil depart
Where rest his sires in Mother Earth?
Nor city din nor country charms
Our wayward fancies can beguile;
But happy still in Nature's arms
On this, our own, our native isle.

Chorus:

It has been suggested that George Howland Folger was the author of this song, but his son proves this to be an error. More recent authority gives the author as George B. Upton, Senior; and the lady who sends me his name says: "Mr. Upton was an intimate friend of my father and a member of a brilliant coterie of literary persons who met often at our house in 'Sconset. I have heard him sing the song there and feel sure he is the author."

If this be true, then Mr. Upton did not fulfill the sentiment of his song, since he not only left his native isle "for city's sultry air and din," but actually became one of Boston's prominent mayors! His departure from the island is accounted for, however, by the business depression which followed the great fire of 1846.

Hoping that this song may interest many of your readers who may wish to preserve and sing it themselves—(does anyone know the original melody?)—I remain,

Very truly yours,
Helen C. McCleary.

Brookline, Mass.

FOR SALE

FOR SALE—Good second-hand Quaker range. Apply to Ida A. Atwood, 2 Quince street. ap 27 1t*

FOR SALE—An 18-foot catboat in first-class condition. Apply to Fred W. Clisby. a20 4t*

FOR SALE—The 25-foot sailboat "Spatterer"; also a 16-foot power dory, 5 H. P. Boyle engine. Apply or write to J. Leslie Holm, Box 593, Nantucket, Mass. Ap 13 2t * tf

FOR SALE—500 wagons and harnesses; all kinds, all prices. Write for catalogue to John T. Sharkey, 63 Bay street, Taunton, Mass. ap 6 tf

FOR SALE—The John D. Gardner property on Easton street, formerly residence of Dr. Harold Williams. This entire property, including stable, at reasonable price. Apply to Anthony W. Ayers. mh30

House For Sale.

HOUSE—A commodious dwelling house situated on the east side of Orange street, overlooking the harbor, for sale, with or without furnishings. For further particulars address Fred B. Maglathlin, Polpis. Telephone 109-22. ja6

FOR SALE—Cottage house on Silver street; modern improvements. Apply to Lawrence Ayers, or Anthony W. Ayers, agent. n11 tf

FOR SALE—Cottage "Idle Hours," 64 Centre St., partly furnished. Apply to Anthony W. Ayers. s9 tf

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

LAND For sale—Valuable tract of land on the south shore for sale. About 50 acres, having a frontage of 2000 feet, with a beautiful clean beach and continuous surf. This is the finest unbroken tract of land on the island. A. T. Mowry, Agent.

TO LET

FOR RENT—Cottage house of seven rooms, Prospect street. In first class order. Apply to Mrs. John Sickels, 13 Fair street. ap 27 tf

FOR RENT—Suite of rooms on lower floor of No. 7 School street. For terms apply to S. E. Brock, 14 Fair street. ap20 tf

Water Front

Busy times in Robbins' boat-yard, with a dozen or so boats fitting out for the season.

Manuel Sylvia's big sloop is on the ways, having a 24-horse-power engine installed by John Cross.

Schooner Oakes Ames is reported as arriving at New London on the 19th, en route from South Amboy for Nantucket.

William H. Chase has this week completed a new raft, to be moored in front of his row-boat landing the coming season.

Schooner T. W. Allen sailed from Calais, Me., on the 24th, with a cargo of lumber for J. Killen & Co., of Nantucket.

A large fleet of boats has been at work on the beds of sea clams near Hussey shoal this week, obtaining bait for codfishing.

Sidney Mitchell's catboat Mnemoosha is being overhauled in Robbins' yard and will be put in commission at an early date.

In three days, last week, over five hundred barrels of flounders were landed at Hyannis. The season is about over, and many of the boats are already getting out their mackerel gear.

Work upon the wharf is progressing rapidly. The extension of the plankwalk is nearing completion. It is certainly a great improvement something which patrons of the line will appreciate.

Captain Jones is getting the Wauwinet ferry-boat Lillian in readiness for the season. The Lillian will have her usual pier on the north side of Steamboat wharf, apiles for which will be sunk by the scow now making repairs there.

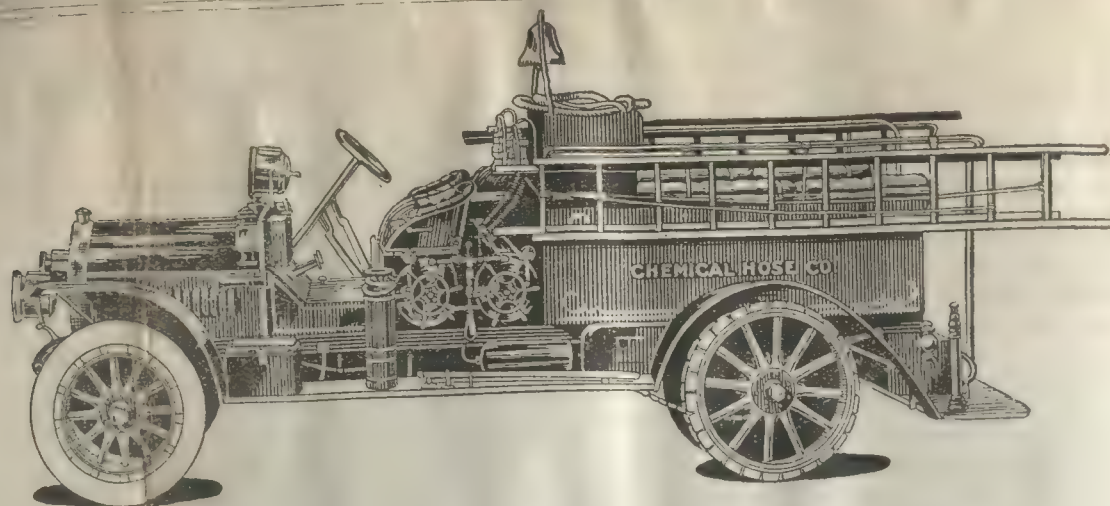
Four schooners have been discharging coal at Nantucket this week: The Mary Olys at the Steamboat wharf, the Fred Tyler at the Straight wharf, the Julia A. Berkele at the Old South wharf and the L. L. Hamlin at the Straight wharf.

Steamer Sankaty was scheduled to take her place on the route either yesterday (Friday) or Monday next, in place of the Uncatena, which is to be taken off for her spring overhauling. The Sankaty has been making trips down to the Vineyard this week with freight.

Freeman Besse, one of the Wareham fishermen, in one haul of his nets on Tuesday landed fifteen barrels of herring. The alewives have been running freely this season and have been so plentiful that they have been scooped out of the sluice-way by hand with no difficulty whatever.

Capt. Baxter of the Pollock Rip Lightship, reports Daniel B. Lingo, assistant engineer insane, and a request has been made to have him put ashore. He is probably crazed by grief, as his wife recently died, followed a few days later by the death of other members of his family.

Schooner Frederick Roessner, Captain Andrew Chase, arrived at New Bedford on the 19th, after a 32 days' passage from Fayal, Azores, with a cargo of about 2600 barrels of sperm oil from the Atlantic whalers. The Roessner encountered rough, stormy weather and thick fog the entire passage.



NANTUCKET'S NEW AUTOMOBILE CHEMICAL ENGINE.

The above is a photo of the new automobile chemical fire engine under construction for the town of Nantucket, at the factory of the Knox Automobile Company in Springfield. The machine is equipped with two chemical tanks, 200 feet of chemical hose placed in a basket suspended above the body, chemical hose nozzle, and highly polished brass receptacles on the side running-boards, for holding acid bottles and soda bags. It also carries a Detroit door opener, crowbar, axe, two lanterns, two three-gallon fire extinguishers, two pipe holders, one 26-foot extension ladder and one 12-foot roof ladder. Back of the driver's seat and suspended above the hose basket is a 12-inch locomotive bell, and on the dash will be found a ten-inch search-light. The car is also equipped with two gas head-lights, two oil and electric side-lights and one oil and electric rear-light. Lights are automatically ignited from an electric switch on the dash, which also carries a speedometer, clock and siren horn. On the side of the driver's seat is a hand horn and bulb. The whole equipment is modern and up-to-date, and Nantucket's chemical will represent the very latest fire-fighting machine in use today. It will cost the town \$5,900—quite an expensive piece of apparatus, to be sure, but one which will doubtless prove its worth many times over.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in Osterville, April 25, Henry B. Ellis and Miss Mary E. Holmes.

Married, in this town, April 16, by the Rev. Mr. Jones, Albert H. Meyer and Miss Margaret E. Dunham.

Married, in this town, April 24, by the Rev. S. D. Hosmer, Frederick M. Swain and Miss Sarah M. Barrett.

FORTY YEARS AGO.

Married, in Fall River, April 24, Horace O. Brown and Miss Charlotte H. Rule.

Married, in this town, Thursday evening, May 2, by the Rev. S. D. Hosmer, George W. Chase and Miss Mary Macy Clisby.

The selectmen have issued their warrant for a town meeting to be held on Tuesday next, to vote on the question of permitting or prohibiting the sale of ale, porter and lager beer.

THIRTY-FIVE YEARS AGO.

Married, in San Francisco, April 5, Wendell Easton and Miss Carrie Whitney.

Married, in Walnut Creek, Cal. March 28, T. W. Sturgis and Miss Octavia Rice.

Married, in this town, April 30, by the Rev. N. A. Haskell, William W. Monk and Miss Ella Cash.

Edward B. Dunham has purchased of Capt. Charles C. Mooers the Frederick Barnard house on North street.

THIRTY YEARS AGO.

Miss Nellie Cox has been appointed teacher of the Madaket school.

Steamer Island Home grounded on the bar and lay there two hours, on Thursday morning.

Vegetation has advanced but little this spring, cold nights offsetting any progress made during the days.

Married, in this town, April 30, by the Rev. Mr. Ranson, the Rev. Albert L. Dearing and Mrs. Lydia M. Gardner.

TWENTY-FIVE YEARS AGO.

The new 'Sconset road is receiving attention from the surveyor.

John M. Winslow has received his commission as local postmaster.

Lewis W. Craig has purchased the Barzillai Weeks house on Pearl street.

Lauriston Bunker has been chosen a member of the board of assessors, in place of John Harps, resigned.

Mrs. Annie M. Macy, of this town, has been appointed one of the vice-presidents of the Women's Industrial and Educational Union of Boston.

TWENTY YEARS AGO.

Married, in Brockton, April 27, Charles E. Lingham and Miss Emma Andrews.

The base ball season in 'Sconset is booming. On Tuesday games were played between the following nines: George M. Winslow, captain, W. S. Chase, Arthur Folger, Leander Small, Arthur Manter, Benjamin Shaw, John P. Taber, Andrew C. Backus, Jr., Obed Glidden. Stillman C. Cash, captain, A. W. Small, Valentine Small, Charles S. Glidden, Horace Orpin, George Spencer, A. Thomas, O. W. Lewis, Nelson Clark. Capt. B. F. Morris acted as umpire. Cash's team won by a score of 35 to 33.

FIFTEEN YEARS AGO.

On Tuesday the thermometer registered 26 degrees in many localities.

Three of our sailboats went out through the Haulover opening last Tuesday.

James H. Gibbs, 2d, was surprised at his home at Pocomo this week, it being his birthday anniversary.

John R. Bacon has tendered his resignation as treasurer of the Nantucket Electric Company, to take effect May 20th.

Irwin Sylvia entertained twenty-four young friends, Wednesday evening, April 21, at his home on Milk street, it being his birthday anniversary.

TEN YEARS AGO.

Married, in this town, April 29, by the Rev. J. F. Meyer, Miss Ella F. Young and Walter J. Spencer.

The summer cottage of William C. Briggs, at the Cliff, was slightly damaged by lightning on Saturday.

An alarm of fire was sounded early Friday morning, for a blaze in the house of E. B. Coleman, Centre street. A bucket or two of water extinguished the flames, the assistance of the fire department being unnecessary.

On Tuesday the County Commissioners gave a hearing at the Austin farm, on the layout of the Austin farm road to the shore. After the hearing, the commissioners laid out the road through the lane in front of the Austin farm, thence over the hill in front of the farms of C. W. and G. H. Gardner, and thence to take the "upland road" to the shore.

FIVE YEARS AGO.

Married, April 24th, Percy Belmont Bragdon and Miss Sarah Adeline Fisher.

The Sea Cliff Inn property has been purchased by William D. Carpenter and Clifford Folger.

Born, in this town, April 26, to Mr. and Mrs. Henry L. Fisher, a daughter, Margaret Eliza.

The Rev. and Mrs. Thomas S. Sayer announce the engagement of their daughter, Ethel Knyvet, to Chester W. Chase, of New Bedford.

The installation of the local telegraph fire alarm system, authorized by vote of the annual town meeting, is well under way, and several miles of the wire has been strung. The work of setting up the automatic machinery in the three church towers was commenced on Monday.

The Fredericka Schepp is Lost.

The old two-masted schooner Fredericka Schepp, which sailed from New Bedford on January 14 for the Cape Verde Islands, has been wrecked, a cablegram making this announcement having been received from Captain James F. Silva, her owner. The message was dated St. Vincent and contained nothing more than the words "Schepp lost." When she left on her last trip after having been sold at auction by the government for false registration it was predicted by many that she would never survive the voyage. She was built in 1877 at Northport, N. Y.

The Fredericka Schepp is well known in Nantucket, for, on January 29, 1908, prior to her conversion into a schooner, when she was a square-rigger, the Schepp was wrecked in the chord of the bay at Nantucket, and the islanders have followed her career with interest ever since she was floated after that mishap.

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Counsellor at Law

Folger Block

Nantucket, Mass.

May 11, 1912.

Nantucket 17 April.

Winthrop Packard, in Boston Transcript.

It is fabled that nine hundred years ago the Norsemen riding the white horses of the shoals, dismounted upon Nantucket, its original European discoverers. But this is hardly to be believed, for they did not stay here. Conditions the world over have changed much since the day of the Vikings, and still today he who comes to Nantucket must emulate them and ride the white horses of the shoals, for they surround the island and prance for a modern steamer as they did for long Norse ships with the weird figure heads and the bulwarks of shield. Blown down from New Bedford by rough nor'wester we plunged through the green rollers south of Hedge Fen shoals, wallowed among the white surges of Cross Rip, and found less water only between the black jetties of Nantucket harbor, where in a roar of bursting waves the white spindrift fluffed and drifted across the dry snow on a January day.

Within lies the old town, more sedately and unconsciously its very scene in April than at any other time of year. The scalloping is done, prohibited by law after the first and tides no longer vex the sandy shoals of the land-locked harbor behind gray Coatue. The summer visitor has not yet come and the town is its very peaceful, indeed slumbrous self. The bustle of the day comes with the arrival of the steamer at four o'clock. From then until darkness falls Main street is busy. The curfew, falling in sweet tones from the old water tower, voiced by the silver-tongued "Lisbon bell," lulls all to sleep at indeed long before that only an occasional footfall resounds from the flagging. At seven the same bell rings all to the morning's leisurely bustle and again at twelve it rings a note of somnolence in upon Main street that is even more startling to the stranger than the evening quiet.

For the full length of the noon hour one may stand at the door of the Pacific Bank and look down the broad cobble-paved, elm-shaded stretch of Main street to the door of the Pacific Club and be quite deafened by a stream on the brick sidewalk and fairly startled at the shadow of a passer, so lone the place. If it were not for the travelling salesmen, a score or so whom come in with every boat, flooded with their tiny tide the two hotels that are open and ebb again the next morning with the outgoing boat, there would be even less visible life at this season. Yet Nantucket has today a permanent population of about three thousand which is swelled to thrice that number when the summer hegira is at its height. That means, including the island, which is at once all one town and, with a few tiny off-shoot islands along its shore, all one county. The only instance in Massachusetts where county and town have the same boundaries.

Geologically Nantucket is a terminal moraine, a great hill of till which the once all-prevalent glacier scraped from the mainland and dropped where it now lifts clay cliffs and stretches sandy shoals to the warm waves of the Gulf Stream. Bostonians who know their geology should feel at home in Nantucket, for while it is superficially allied to Cape Cod, the pebbles in the stratified gravel on the north being in a large part derived from the group of granite rocks known on the neighboring mainland, perhaps half the mass being of that nature, the remainder is of the felsite and felsite porphyries so common in the region about Boston. Here and there are few big boulders, believed by geologists to have been dropped by stranding icebergs and without doubt native of Greenland.

The island holds vegetation also imported from far distant areas and established long before man, civilized man at least, came to it.

On favored uplands one finds the Scotch heather and he might think had been brought by the loving hands of some Scotchman were it not for the fact that the earliest settlers found it here. They came, these earliest settlers, in 1659, Thomas Macy and his wife, Edward Starbuck, James Coffin and Isaac Coleman, a boy of twelve storm-tossed about Cape Cod and over the shoals, all the way from Salsbur

For them the merry-men breakers the shoals danced as they do for the incomers of today. They were not sailors, not even the master of the ship. Perhaps that is why they kept on to the end of the two hundred-mile voyage. At any rate, they did, as they found the Scotch heather here. Here too, one finds another strange plant, plentiful over on the sandy peninsula of Coatue, the *Opuntia* prickly pear, a variety of cactus common enough in Mexico and portions of our Southwest, but surprising on this island.

In these two plants at least east and west stand face to face across Nantucket harbor, the cactus holding the sandpit to the north, the heather on the main island to the south. April the prickly pear is as ugly a sight to the eye, with its lobate growth, uglier still to the hand with its steel-pointed thorns, but later will put forth wonderful yellow, will rose like blooms in rich profusion making up for all its dourness. Professor Asa Gray, the distinguished botanist of a half century ago, used to say that nothing in the way of plant life could surprise him on Nantucket. Probably this juxtaposition of cactus and heather prompted the feeling.

Nantucket town straggles from beach to hill-top and along shore its own sweet will, gradually merging into wind-swept moreland on the south and east and west. Here, again, Bostonians should be at home, for the streets grew no doubt from cow-pat winding leisurely from house to pasture, and down them at night, even now, some of them, the cows still nibble on the homeward way. Nantucket is no town so individual in its characteristics still remains in the State. The very pavements smack of it. Here is old-time cobblestone then long, smooth stretches of asphalt. Again, just dirt, and the three miles and mingles in stretches long and short in whose variations one seeks in vain for a reason. So with sidewalk brick passes to flagging, to asphalt to dirt and back again in the distance of half a block. And even the changes often and suddenly. Here lies flat, ten feet along it is on a perhaps ten feet further on end blind man could know his exact position in any part of the town simply the sound of his own footfall on the sidewalk surface beneath him.

So it is with the houses, and in this lies one great charm of town to the city-bored summer visitor.

No doubt every old sea-dog was his own architect and the houses show it from main truck to keelson. Yet hardly in a single instance is the result displeasing, within or without, above decks or below. Instead, there is a fine harmony of contrasts that delights while it rests. As for location, it would seem as if each shipmaster, once he had the structure launched, brought her up at full tide and let her lie just where she stranded when the ebb began. So they rest today, jumbled together in friendly neighborliness or slipping down the tide toward the harbor on the one hand and toward the wide high seas of the downs on the other. The town melts into the open either way and belongs to it, merging gently with no possibility of

shock or rudeness. So it is with the people, the real Nantucketers. Each intensely individual, they yet blend in a wholesome harmonious whole that joins the outside world with little friction. The sailor instinct is strong in them, and they bring their barks alongside the dock or the stranger with a pleasant hail and without a jar.

As the silver-toned sister bell of the Unitarian church tower dominates the sounds of the town so the gilt dome of this church tower dominates the town to the eye of the inbound mariner, as he swings round Brant Point. So, too, in more than one way, since its building in 1810, this strong tower has dominated the home life of the city. Its glassed-in crow's nest has been the city's watch tower for a century and a year. And so in a measure it is today. The fire alarm system, now modern and electric, warns of fire by its means, summoning the firemen to boxes by numbers rung. Yet it is only about five years that the town has had that system. Before that the old tower was literally a watch-tower, occupied always by one of three superannuated seamen who watched for fires, and seeing one rang the bell and shouted the location to the fire department. One stood watch in the glassed-in octagon above. Two sat by the fire and smoked in a room in the belfry below. If the wind was in the east they put the stove pipe out of a hole in the west side of the tower. If it blew from the west the stove pipe was readily changed to a windowpane on the east side. These watchmen were paid \$350 a year, practically a dollar a day, and they seem to have been as efficient as the lately installed electrical appliance.

From the crow's nest to the church roof this old tower is pencilled and carved with the names of Nantucketers, written in for the last hundred years and many an otherwise forgotten man and event is thus recorded for the use of future historians. Yet it is safe to say that no man of all the island dwellers ever did or ever will tread the stairs or look from the octagonal windows with a more intense individuality than that of Billy Clark, Nantucket's town-crier, now lamentably dead since 1907. Each afternoon he climbed to the crow's nest with horn under his arm to watch for the daily incoming steamer. He could sight it about an hour before it would dock and as soon as he did the horn blew grandly and his voice rang out over the town in a rhyme, doubtless of his own composing.

Hark, hark, hear Billy Clark,
He's tooting from the tower.
He sees the boat, she is afloat.
She'll be here in an hour.

And so she would, and before she touched the dock Billy deftly caught a bundle of Boston papers and racing up town sold them all before the passengers were off the boat, unless they moved quickly. But these were but a few of Billy's multitudinous activities. He cried auctions and sales, entertainments of all sorts, and if for any reason a public affair must be suddenly postponed, the quickest way to get the news about was to slip a half dollar to Billy, who forthwith cried the matter with amazing celerity and vehemence from all the street corners, tooting his horn between whiles to get the attention of all

Weekly or oftener Billy used to cry meat auctions in the lower square, which have always been a Nantucket institution; at these one bids for his first choice of cuts and having bid highest is allowed such portions and such amounts of the "critter" as he pleases.

Billy Clark made much money, as money was reckoned in his day on the island, but he had no faculty for keeping it or even keeping account of it. For thirty years his returns for his newspapers sold were made from time to time to the Boston office in, seemingly, such sums as struck his fancy as being appropriate. These were more than adequate, for by and by the

office sent down word, "Tell Billy Clark for heaven's sake to quit sending us money. He is too far ahead of us."

As might have been expected Nantucket's town crier died poor and would have been in want had not a subscription paper been started for him by the local paper. This, made up in large part by summer visitors and off-islanders, amounted to several hundred dollars, and at the end there were forty dollars left with which to buy him a tombstone. I have not seen this tombstone. It ought to have a horn neatly graven, but I suppose it has not. The town misses him, needs him; more than one citizen says that, but so individualistic a place makes no attempt to get another. There is something of the Quaker idea in that, for though the island was once a great Quaker stronghold few if any of the old sect remain. But it is the Quaker idea. A new town crier will arrive when the spirit moves. Till then the horn is silent. An off-islander might suppose that the town crier was appointed in town meeting, as is the fence-viewer, the sealer of weights and measures, the pound-keeper and the hog-reeve. But that is not so. Billy Clark evolved himself so to speak, and the town patiently waits a second coming.

From the watch tower one looks down many-flued chimneys and sees a score or so of railed-in platforms on the very house-tops, often surrounding the chimney. These are the "ship-masters' walks," often known as the "wives' walks." From these one gets a long look off to sea and can readily fancy wives and sweethearts climbing to them to watch for some whaleship that left port perhaps three years before. I fancy them too high, too breezy and too conspicuous for much walking by these. Thence one may see the lightships that mark the shoals that rim the island round, and get a broad view of the open downs to southward that tempt one to tramp, seeking the edge of the Gulf Stream, ed by the steady roar of its breakers pulsing against the clay cliffs. On the downs one gets a sense of the whole of the island as nowhere else. Here it is a ship at sea, unsinkable and steady, blown upon by the free winds of all the world. In the half-gale out of the west I rote the smell of the shoals, a suggestion of bilge in the brine, not altogether pleasant. I fancy a heavy sea stirs the slimy depths and brings their ooze uppermost. I had noticed this from an incoming liner's deck when off the lightship before, but charged it to the ship.

Now I know it for a strange odor of the sea. It makes me half believe the humorous, oft-told tale of skipper Hackett, who knew his location by tasting the ooze on the tip of the lead. He who

roared to Marden
Nantucket's sunk and here we are
Right over old Marm Hackett's garden.

In a northwest gale the Nantucketer, though far to the southeast, should be able to locate the shoals and steer home by the smell of the wind.

On less uproarious days one gets all along the down the rich, ozonic odor of the deep sea for a fundamental delight. And always with it are the perfumes of the blossoming land. There is tradition of heavy oak timbers once growing on Nantucket, but only the tradition remains. Here now are low forests of stunted pitch pines, sending their rich resinous aroma on all winds. And in late April with these comes the spicy smell of the trailing arbutus, which hides all along the ground among poverty weed, gray eladium moss, and Indian wood grass, sometimes starring the mossy mats of mealy-plum with the pinky-white of its blooms. The mealy plum itself shows faint coral edging of pink young buds, and here and there a thistle plant, stemless as yet, looks like a green and bristly starfish in the grass. Isolated red cedars on this wind-swept down grow round balls of dense green foliage four or five feet in diameter, looking as if it needed but a blow of an ax at the butt to send them rolling down wind like big tumble weeds. Scrub oaks curiously take the same form, and lumps of bayberry, black huckleberries and sweet fern are often rounded off to hemispheres.

Four silver-toned strokes from the old Lisbon bell in the watch tower warn of dawn in Nantucket in late April. This bell was one of six cast in a Lisbon, Portugal, foundry, intended for a Portugal convent of much renown. In 1812, Captain Charles Clasby of Nantucket visited this foundry, bought the bell, which had not yet been dedicated, sending it to the island in the whaleship William and Nancy, Captain Thomas Cary, and in 1815 it was hung in the tower. Soon after the stroke of four the sparrows begin to chatter, but before long one hears through their uproar the clear whistle of meadow larks. These fit familiarly about the lower levels of the town singing from gate-post or shed-roof all day long and on the downs they vie with the song sparrows in breaking the lone silence of the place. Save for these, a crow or two and the shadow of a sailing hawk, the uplands lack bird life in April.

He who would see birds in plenty, as well as much other wild life, should go over Maddaket way and sit on the shore of Long Pond. There I found the bushy swales alive with marsh birds. Blackbirds gurgled all about. The reedy shallows held many bitterns whose sepulchral "Cahugancagunk, cahugancagunk" sounded ventriloqually from the reeds. Coot, sea duck, loons, black duck, grebes, dotted the surface of the pond and in all the sandy shallows spawning alewives splashed and played—thousands of

them. I had thought spawning a serious business with fish, not to be entered upon lightly or without due consideration. Yet these made a vertiginous romp of it. And in the crystal clear air overhead, swept clean of all city soot, soared a marsh hawk or two and an osprey. There was more than clarity to this atmosphere. It had an elusive, mirage-creating quality that made the osprey look startlingly large as he soared near. It was enough to make one remember the roc that Sinbad saw and get under cover. But he took an alewife instead of me. All along the island in the steep of the sun the air had this magnifying quality. It loomed the white headstones in the cemetery on the hill back of the town till they seemed bigger than the town itself, symbolic perhaps of how large a proportion of its former glory lies here.

Nantucket's one boat out at this time of year leaves at seven in the morning. From its deck across its churning wake the most conspicuous building is the old watch tower whose gilded dome gleams friendly. And as the beams of the morning sun strike this, like the tower of Memnon it gives forth music, the silver-tongued call of the old Lisbon bell. "Come back, come back," it cadences to all who pass, the melody clinking clear far over the level sea. It seems the spirit of Nantucket born of its warm spring sun, its soft winds and the friendly lives of the islanders themselves, a pleading that echoes long in the memory and that few can resist.

May 18, 1912,

The Pacific Club.

By Winthrop Packard in Boston Transcript

Nantucket's Pacific Club, for long years the busiest institution in the good old town, has of late sailed into doldrums. Often from the quarter-deck, which is the captain's room, there is no ripple of conversation on the surface of things, and though the yards may be swung this way or that, the good old ship of reminiscence is sadly becalmed. Rarely now across this Sargasso Sea of silence does a brisk wind come, bringing Indians in from China seas with tales of piratical Malays, or bluff-bowed whalers loaded to the rail with oil and stories of South Sea life and fighting sperm whales. The fine, wholesome, unique assemblage of former years thins down toward silence and is on the verge of passing from us. It is a pity that all the stories of old time told in this room should not have been preserved. Taken all together they would make an Odyssey of the strangest wanderings, the most daring hunting of great game, and one of the most interesting phases of human existence which the world has seen, one now passed from us forever. Whaling we have still and may have for long, but not of the type that made Nantucket famous.

The very last of the old Nantucket whaling captains lives still, hale and hearty, though ninety years of age. That is Captain Thaddeus Coffin De-

friez. The captain does not often get down to the club nowadays, not because of infirmities, but, I fancy, because he finds it suddenly a bit lonesome. In 1900 fifteen master mariners of the island's palmiest days remained still, and to say over their very names is like getting a whiff of good, deep-sea air and opening a window toward the region to which have sailed all the good old ships of romance. They were Obed Swain, Charles Grant, Obed R. Bunker, James F. Brown, Edward B. Hussey, Barzillai Luce, Charles H. Rule, William T. Swain, Reuben R. Hobbs, William H. Tice, Samuel Harris, Oliver C. Folger, Edward B. Coffin, William M. Eldredge and Thaddeus C. Defriez. Three years ago the last three were still left, all octogenarians, and now we have but one, Captain Defriez.

Captain Defriez is a good type of the whaling captain of three-quarters of a century ago, men who were not only the best of seamen but men of broad general understanding, of education in that best of schools, contact with the whole round world, men of character and wisdom. In proof of this Captain Defriez is known equally as Judge Defriez, he having been appointed Judge of Probate after he retired from the sea in the years when



Capt. Thaddeus Coffin Defriez, the Last Nantucket Whaling Master.

the whaling industry was completely snuffed out. Judge Defriez resigned his position not long ago after having served three decades without having had a decision reversed by any Superior Court. He was born in Nantucket, Oct. 14, 1822, a direct descendant of the original settler of that name, Tristram Coffin, who came from Devonshire, England, in the year 1642, and was for a time an inn-keeper and political officer at Salisbury, whence he went later to Nantucket.

Captain Defriez learned the cooper's trade as a boy and became a whaler at the age of seventeen, making his first voyage in the ship *Catawba*, which sailed out of Edgartown in February, 1840, in command of Captain Henry Pease. The *Catawba* was a Nantucket ship but she was too deep to get over the bar, so she fitted out and sailed from Edgartown. The *Catawba* was gone forty-four months, almost four years, and she brought back 2009 barrels of sperm oil, 175 barrels of whale oil, 1100 pounds of whalebone, and the young seaman, already grown almost to man's estate and well skilled in that greatest of all hunting, the chase of the sperm whale. When he

went out again it was as boat-steerer on the ship *Edward Carey*, Captain Benjamin C. Sayer, the ship sailing from Nantucket in October, 1845, and returning in March, 1848, with 175 barrels of sperm, 2500 barrels of whale oil, and 1100 pounds of bone. This was a cruise on the then almost unknown Northwest coast of North America and was a very successful one, the ship sending home besides the foregoing, 11,575 pounds of bone while on the trip.

In four months the captain was again afloat, this time as second mate in the ship *Sharon* of Fairhaven, commanded by Captain Nathaniel Bonney. Before the end of the voyage Captain Bonney was obliged to leave the ship and come home in feeble health. The first mate, George Rule, was made captain in his place, and the young boat-steerer of the voyage before became first mate. The *Sharon* was gone an even four years, returning in July, 1852, and six months later Captain Defriez was indeed a captain, sailing from Nantucket as master of the *Richard Mitchell* for a sperm whaling voyage with the understanding that the cruise should take them first to the Arctic for bowheads. This first voyage was not a successful one, but none of the fifty-two whaling vessels which went to the Arctic that year was successful, the conditions making it impossible. Coming home at a time when the Confederate cruiser *Florida* was destroying Northern ships, the captain carried no lights as he approached the coast, but brought his ship in by the South Shoals lightship in a dense fog, making Nantucket harbor without difficulty. After he passed the fishing fleet off the lightship, a number of vessels were burnt by the Confederate cruiser.

The Civil War brought the final ruin of the whaling industry and in 1868 Governor Bullock appointed the whaling captain registrar of probate and insolvency. Later he was appointed collector of customs for the port of Nantucket, holding the post until 1873, when he resigned to accept the judicial position which he filled

with dignity and honor until 1908, when increasing years compelled him to retire to private life. Such was the type of the whaler of the last century, born of the old Nantucket stock, self educated, resourceful, honorable, not only a splendid seaman, but capable of successfully managing large affairs ashore. The walls of the captains' room at the Pacific Club are covered with pictures of these men, of their ships, their house-flags and other interesting data connected with them, and for a half a century they daily echoed to the tales of adventure which befell these men in all the seas of the world. The stories are told still, but the original narrators look on from the walls in silence. One picture is that of Captain Charles Grant, who without doubt brought into the United States more sperm and whale oil than any other man. Grant was on a whaling ship off Cape Horn on his eleventh birthday. His sixty-eighth birthday found him in just about the same spot, on a whaling vessel just as he had been fifty-seven years before.

Another picture is of a group of whaling captains, six of them with one layman, a party that went from the island in 1860 to New York to see the *Great Eastern*, then the largest

ship the world had seen, come into port on her maiden voyage. Well dressed are these captains, in the garb that was correct for whaling captains sixty-odd years ago, and they all view the world with smiling, open countenances. They are of sturdy build, deep in the waist and bluff in the bows, as were the craft they commanded. Especially so was Captain Sam Wyer, the most of whose tonnage was forward. Captain Wyer had rescued the shipwrecked crew of a British barque at sea not long before, and the British Government, in recognition of this, had given him a splendidly engraved gold watch and chain. This he wore to New York, stowed forward on his port bow, invisible to him under the mighty overhang. The captains were no sooner in their hotel than the fire bells rang and they rushed out, keen to see the New York department handle a fire. When they came back Captain Sam missed his watch. It had been taken from him in the crowd.

Sentiment aside, the trinket was worth several hundred dollars at the least, and the captain advertised that he would pay fifty dollars reward for its return, and ask no questions. The day after this advertisement appeared the watch appeared also, in the hands of an alert appearing young man. The captain put it in his port watchpocket forward, with a sigh of content and passed over his fifty dollars, which the young man took and bowed himself out. He had no sooner reached the street, however, than the captain came running after him breathlessly, and asked, "Would you mind telling me just where it was, and how, that you got that watch without my knowing it?"

"Why, no," the young man replied. "You remember when the firemen went up the ladder and the police backed the crowd away?"

The captain thought he did.

"Well, I backed against you, slipped my hand into your pocket, like this, while you looked up—and got the watch."

"Thank you," said the captain, and went back to his room. A moment after he felt in his port watch-pocket, forward, felt again, and tried to look over and see in it, and got red in the face with thoughts unutterable, and better so. His watch had gone for a second time—that time never to be seen again.

From the very first, Nantucket whalers were educated men, often well educated for their day, as may be seen from the log of more than one who, in later years, made the captains' room at the Pacific Club his lounging place. To be sure, their orthography was not uniform, and they often spelled a word one way today and another way tomorrow. But distinguished professors have declared that to compel uniformity in spelling is a strife against nature. The journal of Peleg Folger, who was in his heyday a century before these later members of the Pacific Club had come upon the scene, not only shows a good education but shows how primitive was the occupation of his day as compared to a century later. In his day, and later, Peleg was pronounced Pillick, whence a song often crooned by Nantucket whalers, of which one verse runs:

Old Uncle Pillick he built him a boat,
On the ba-ak side of Nantucket Pint;
He rolled up his trousers and set her afloat,
On the ba-ak side of Nantucket Pint.

In Uncle Fillick's day whaling was done in small sloops carrying thirteen men and two boats. They cruised from the banks of Newfoundland to the Bahamas and beyond, a little, in search of sperm whales and their voyages were of weeks instead of years. He writes in his log for the year 1754: "We sailed from Nantucket May 6, in company with about thirty sail of whalers and when we anchored under the east end of Nantucket we appeared like a forest."

Probably no such log-book was ever kept before Peleg's day, and very likely none like it ever came after, for Latin, if known to the other Nantuck-

et whalers, does not seem to have got into the logs.

He opened his first pages with the following: "Peleg Folger, his hand and Book written at sea on Board the Sloop Grampus May 1751. Many people who keep Journals at sea fill them up with trifles. I purpose in the following sheets not to keep an overstrict history of every trifling occurrence that happens; only now and then some particular affair, and to fill up the rest with subjects Mathematical Historical Philosophical or Poetical as best suits my inclination.

Qui docet indoctos licet indoctissimus esset, ille quoque brevis ceteris doctior esse queat.

Here evidently was to be a whaler of parts who not only used good English in his log, but also good Latin, and often he does the same, as for instance:

"May 15th. This day we fell in with the South Shoal and made our Dear Nantucket and thro God's mercy got round the point in the afternoon. So we turned it up to the Bar by the Sun 2 hours high. In the night we got over the Bar—Laus Deo."

"July 14th. We have killed two Spermaceties. Now for home, Boys. We have 70 barrels in our Hold—ex beneficia divina."

And so one might go on, but enough has been quoted to show the manner of man and the manner of whaling of the day. And as it was in the early days, so it has been ever since. The Nantucket whaling captains have been of a stock and of a sort to long ago make their club famous the world over, and to keep its fame through the passing of years and captains. But the club was not of whalers alone. The East Indiamen had their proportion, though a smaller one. Of these, too, but one captain remains, Captain B. Whitford Joy, whose story of the wreck of the fullrigged ship Parsons off Mindoro in the Philippine Islands can yet be heard from the lips of a participant at the famous Pacific Club captains' room, if one can get the captain to tell it. To sit about the big stove with the captains and listen to this is to have opened for you the doors of a past century and step into romance therein along with the heroes of a thousand tales of sea adventure long lost to the world forever.

The Parsons was caught in a typhoon off Mindoro and lay to, snugged down to ride it out. But, unfortunately, the island was on her lee and the wind drove her into the bight of it, whence it was impossible to claw off. Seeing that his ship must go ashore, and at night if she drifted in at the rate at which she was going, lying to, the captain deliberately put her about and

ran straight for the breakers, meanwhile making preparations to save his crew of twenty-four and coaching them in what they were to do. The spanker boom was untoggled from the mast and made fast alongside. No boat could live in the breakers through which they must pass, but the spanker boom would go ashore ahead of the ship's wreckage, and on it they might possibly ride to safety. As he had expected, the ship struck in the white water of a coral reef some distance from shore, and she had no sooner done so than the captain ordered his crew to each take a few fathoms of line in his hand and go overboard, making the line fast about the boom that they might the more readily cling to it. All jumped at the order but the mate and the steward. They did not dare the ride through the breakers and stayed on the ship, drowning from her when she broke up.

Twenty-two men got safely overboard, got a rope's turn about the boom and sat astride of it. Then its fastenings alongside were cut and the ride ashore through the boiling sea began. Four were drowned in the smother of of waves and lost their hold, but eighteen got ashore, more dead than alive, the captain being one. They had their lives and their knives and the clothes on their backs and that was all. They were on a great island peopled by unfriendly natives and scores of miles of the most savage wilderness lay between them and the help of white men at the port on the other side. Here was a problem in navigation far greater than any which had ever been proposed to the captain before. To bring his unprovisioned crew through that trackless waste, peopled only with wild men, wild beasts, venomous snakes and fever, called for leadership and wisdom of the highest forms.

Such as feared the trip the captain bade stay where they were, telling them that if any got through they would send rescue back. But to a man they decided to cast their lot with his, even when he told them that if any were taken with fever in the jungle it would be necessary to leave them behind. So they went in, their compass the dawn and the stars, their food such roots as they found edible. After weeks of struggle, more scarecrows than men, they won through every man-jack of them, and though during the last of the trip a few had come down with the dreaded fever, the captain did not have to keep his word about leaving them, but saw that they were helped along.

A score of years ago one might get tales like this of shipwreck and heroism any day at first hand at the Pacific Club. Now tales of the whaling days before the war and of the East India trade are few indeed. But still the members of the club congregate about the stove in their room so fully decorated with historical pictures and so redolent of old-time romance of the sea, genial companions and kindly hosts, and neither age nor thinning numbers can lessen the hospitality of the place.

Reminiscences

FORTY-FIVE YEARS AGO.

Married, in this town, May 12, by the Rev. S. D. Hosmer, Edward B. Coffin, 2nd, and Miss Lizzie A. Bates.

Married, in this town, May 8, by the Rev. Thomas Dawes, Harrison Loring and Miss Margaret G. Gardner.

Miss Mary M. Coleman, a graduate of the Nantucket High School, has been appointed principal of a school in Falmouth.

FORTY YEARS AGO.

Schooner Onward is to run as a packet between this port and Hyannis, while steamer Island Home is being repaired.

THIRTY-FIVE YEARS AGO.

The season of two boats a day will open on June 25th.

A pilot house has been placed on steamer Island Belle.

Capt. Alden H. Adams brought in 500 codfish on Wednesday, from the east end of the island.

The board of selectmen has accepted the proposals of Capt. Joseph McCleave for furnishing coal for the almshouse for the year, and E. W. Perry & Co., for furnishing coal for outside distribution.

THIRTY YEARS AGO.

The total rainfall for the month of April was 4.6 inches.

Two cargoes of stone for the jetty have arrived this week.

Wannacomet Water bonds are now held at \$105, and the stock at \$19.

The surveyor of highways is repairing the Madsket road over the "Gut."

William H. Chase has completed a row-boat of a new pattern, to add to his summer fleet.

Married, in this town, May 7, by the Rev. J. A. Savage, Nelson A. Creasey and Miss Lizzie G. Coleman.

TWENTY-FIVE YEARS AGO.

Mechanics' Band gave an open air concert on Main street, Friday evening.

Charles N. Long has sold his house and land on Lower York street to Reuben W. Wood, and has purchased the Bartlett Coffin house, corner Fair and Jefferson streets, which he is taking down, preparatory to erecting a cottage for himself on that site.

TWENTY YEARS AGO.

Arthur Folger captured a cod off Sconset last week, which weighed 38 pounds.

A large number of young trees have been set out on the north side of Upper Main street.

Under the river and harbor bill, Nantucket gets \$25,000 for continuation of the jetty work.

William H. Wyer met with a painful accident while discharging ice at Straight wharf, Saturday, the end of one of his thumbs being severed.

FIFTEEN YEARS AGO.

Married, in this town, May 2, by the Rev. O. M. Martin, Walter Coffin and Miss Minnie Milne Borden.

Married, in this town, April 8, by the Rev. J. Cullen Ayer, Matthew Ellis and Miss Grace M. Raymond.

Schooner Abel W. Parker, in leaving the harbor last week, ran against the eastern jetty and was badly damaged. A wrecking crew pumped her out and worked her into the wharf, where she was temporarily repaired.

On April 25, in East Providence, a pretty christening took place, when Gertrude Parker and Grace Savage Swain, the year-and-a-half old twins of Mr. and Mrs. George P. Swain, and Eva, the eight-months-old daughter of Mr. and Mrs. Charles A. Selden, were baptized.

TEN YEARS AGO.

W. H. Gooch is to take charge of Hotel Nantucket, the coming season.

Hummock pond was opened to the sea on Sunday, immense numbers of herring running in.

A large organ is to be installed in the new Episcopal church, to be operated by a water motor.

Captain William C. Dunham has received an appointment from the Fish and Game Commissioners as a paid deputy, which gives him power to exercise the authority of his office in any part of the state.

FIVE YEARS AGO.

Obed C. Coffin has accepted a position at W. T. Swain & Co.'s grain store.

The Lewis house, on West York street, has been sold to Henry C. Chase.

Auxiliary sloop Gypsy Maid brought in a fare of 1200 cod and pollock, Thursday morning.

Almon T. Mowry has retired from active business, the store on the corner of Main and Fair streets being closed.

Mr. and Mrs. Charles E. Snow celebrated their fiftieth wedding anniversary on Tuesday evening, May 7, at their home on West Centre street, entertaining a large number of relatives and friends.

FORTY-FIVE YEARS AGO.

Married, in Savannah, May 5, Richard H. Cook and Miss Katie A. Westcott.

Married, in this town, May 15, by the Rev. S. D. Hosmer, Alfred F. Ray and Miss Helen M. Gardner.

Benjamin F. Morris, late Ensign U. S. N., has sent in a petition, signed by three hundred persons, asking for his appointment as keeper of the light vessel at South Shoal.

FORTY YEARS AGO.

Married, in New Bedford, 29th ult., Philip H. Cory and Miss Mary G. Gibbs.

The house of William C. Folger, 3d, has been purchased by Charles H. Dunham, to be taken down and put up in Siasconset by James H. Gibbs.

THIRTY-FIVE YEARS AGO.

The apportionment of the state tax for Nantucket is \$1995.

Capt. George Palmer has sold his house at Sconset to Robert B. Coffin, for \$800.

Married, in Centreville, R. I., May 20, Stephen G. Gerald and Miss Mary A. Swain.

C. F. Coleman, formerly of this town, has been appointed secretary and assistant librarian of the Orthodox Sunday School, at Canton, Mass.

THIRTY YEARS AGO.

A. M. Myrick sold at auction, Saturday, the James E. Coleman homestead, Gardner street, to Mrs. Lucretia Cartwright, for \$510.

The plan reported by the special committee of the legislature on the re-division of the state into congressional districts, places Nantucket in the first district.

Schooner E. W. Bentley, McCloud, of Provincetown, from Baracoa for Boston with coconuts and bananas, went ashore on Great Point during thick weather, Tuesday, May 9. She was boarded by Capt. George A. Veeder, in yacht Annie W. She floated the following morning.

TWENTY-FIVE YEARS AGO.

Strawberries are in the market.

Jesse A. Coffin is to run an express team between town and Sconset, the coming season.

W. F. Barnard has been re-elected superintendent of the New York Five Points House of Industry.

The Wannacomet Water Company is laying a small pipe down to Straight wharf, for the purpose of furnishing vessels with water.

TWENTY YEARS AGO.

Captain William Baxter observed his 87th birthday anniversary Tuesday, May 10th.

Schooner W. O. Nettleton sailed Wednesday for Boston in command of Capt. Israel M. Swain.

Capt. Grafton L. Daggatt is in command of steamer Nantucket during Captain Bartow's vacation.

C. W. Austin has been appointed district deputy grand warden for Atlantic Lodge, N. E. O. P., of Nantucket.

FIFTEEN YEARS AGO.

Captain John Killen is having a stone wharf built at Sesachacha pond.

The Nantucket Telephone Company has its poles laid for a line through Polpis, Quidnet, etc.

The Southern Massachusetts Telephone Company has established a night service, with Arthur W. Jones in charge.

Captain R. C. Gibbs has been appointed to the care of the terns and gulls in the waters about Gravelly Islands and Muskeget, and has received his appointment as deputy fish and game commissioner.

TEN YEARS AGO.

R. E. Burgess is superintending the re-building of lower Union street.

A pension has been granted the children of the late James H. Luce.

A sewer is being laid through Sea street, to connect with the Brant Point system.

The committee on harbors and public lands have reported "leave to withdraw" on the petition of the town of Nantucket that the commonwealth acquire as a state reservation the Cliff Bathing Beach property. This decision was the result of a visit of members of the committee to the island last week.

FIVE YEARS AGO.

Capt. Orison V. Hull has joined the auxiliary sloop Gypsy Maid, which is to engaged in mackerel fishing.

Arthur Manter and Clinton Orpin one day this week split 19,000 pounds of fish in four and one-half hours.

Cottage City has been stricken from the map, the name of the postoffice being officially changed to Oak Bluffs on May 7th.

George William, son of Mr. and Mrs. John C. Jones, entertained young friends on Monday, the 13th, it being his sixth birthday anniversary.

MORNING, MAY 25 1912

Notice.

I am prepared to lay Carpets, Linoleums and Mattings; also hanging of Shades, Portieres, etc. Satisfaction guaranteed.

E. W. WILKES,
my4 tf P. O. Box 256.

SHELF PAPER at this Office

Seen and Heard

Looks as though Nantucket would get that \$10,000 for harbor work.

The bells are to be tolled for five minutes during the noon hour on Memorial Day.

The interior of the Nantucket Fish Company's market on Main street has been renovated this week.

That additional \$400 ought to give the local agricultural society another boost. It means \$400 more to be distributed among the people of Nantucket in premiums.

Parties who have been using Polpis road frequently the past few weeks are loud in praise of the excellent work done by the committee this year under the superintendency of David W. Gibbs.

Best Tea at Nantucket Tea Co.

The selectmen inspected the new Hummock pond bridge on Monday. Although no official statement was made regarding the work done, there seems to be an impression that the new thoroughfare is not as satisfactory as was expected.

George E. Spencer, foreman of the leading hose of No. 4 Engine Company, went to "the fire", Tuesday evening, with his pet poodle-dog in his arms, and he clung to the pup the while he was enacting the duties of his office, too. Nantucket's fire department always has been noted for its unique features.

D. L. Sterling will be in Nantucket about June 10th. Orders for piano tuning may be left at Frank Riddell's store.

The annual feast of Espirito Santo—the feast of the Holy Ghost—will be observed by the Portuguese residents of Nantucket tomorrow (Sunday), in accordance with the ancient customs brought over from the Azore islands. The religious ceremony will be held at St. Mary's church in the morning, with the feast and other observances at Alfonso Hall during the day.

THE RESURRECTED "BUG"

"The Bug," Nantucket's Famous "Benzine Buggy," After a Three Years' Rest, is Once More in Service and as Ridiculous as Ever as a Means of Transportation. The Only "Bug" of the Species Known to Be in Existence at the Present Time.

The accompanying photo of "The Bug" was taken in December, 1907, when the little motor car entered upon "winter service." In the picture are Thomas G. Macy, then general manager of the Nantucket Central Railroad Company, Cromwell G. Macy, Jr., treasurer of the company, and George Olcott, the motorman.

The "Bug" apparently died an untimely death in 1908, after a brief but varied career, and for three years it has rested peacefully, only to be resurrected this spring to do temporary service between Nantucket and 'Sconset while the regular train equipment is being over-hauled.



WHEN YOU NAVIGATE THE BUG.

Come to 'Sconset in the summer
If you want to see a hummer!
Ne'er a vehicle was hummer
Than this funny little bug.
Tho' you leave behind the ocean,
With its rocking-horsey motion,
What a terrible commotion
When you navigate the bug!
As you glide along the trail,
Head and heart alike do quail—
'Spechly if you're on the tail—
When you navigate the bug.
Chug-a-chug and chug-a-chugger
Of the bird-cage and the bugger!
If you get a seat just hug'er—
When you navigate the bug.
Now you round Tom Never's Head
And you sight the little shed,
Scarcely more alive than dead—
Oh, the journey on the bug!
Team or wagon, horse or pony,
Rig or rack, if e'er so bony,
Take me back to dear old Coney—
Never more upon the bug!

Bennett, 1908.

Published in The Inquirer and Mirror, issue of September 12, 1908.

ODE TO "THE BUG."

When Teddy goes to Africa
With camera and gun
To study Natural History
Afar from Washington,
He'll find the rhinoceros
And the apes with ugly mugs—
But he'll have to come to 'Sconset
If he wants to study Bugs.

Oh, that funny little Bug,
Hear his coughing chug-a-chug!
See him swing his little tail
As he canters o'er the rail
From Nantucket to his bughouse by the sea!
He's a nightmare, he's a dream.
And his appetite is keen,
For he feeds on gasoline
And his like is yet unknown to historee.

Every now and then he tries to
Skid along the rotten ties to
Shorten up the journey from Nantucket,
And his single eye gleams red
When he rounds Tom Never's Head
And he sees his little shed—
He is lucky if he doesn't kick the bucket.
But he does the best he can
Over seven miles of sand,
Though they tell me that he sometimes leaves
his tail!

Every day this fiery dragon
With his typsy little wagon
Like a sailor with a jag on
Comes careering o'er the crooked iron rail.
And though rocky as to gait
And occasionally late,
He is sure to keep his date,
And he never yet forgot to bring the mail!

J. L. Wood.

Dallas, Texas, August, 1908.

Published in The Inquirer and Mirror, issue of September 5, 1908.

THE RESURRECTION OF "THE BUG."

Now that dainty little bug,
With its funny chug-a-chug,
Has come for one more summer
To serve again as "hummer"
Out to 'Sconset by the sea.

Tho' 'twas gone but three short years
We all greet it with loud cheers
When we see it swing its tail
And go cant'ring o'er the rail—
Bound for 'Sconset by the sea.

And tho' we oft-times make fun
We are glad to hear it run—
Like to see it skim the track—
Hear the frightened ducklings quack—
On the way to 'Sconset by the sea.

Now it never takes the mails
As it canters o'er the rails—
But passengers in state
Oft are carried out quite late
Down to 'Sconset by the sea.

'Course it makes the best of time—
Beats the engine of the line
By 'leven minutes—more or less—
More, perhaps, 'tis safe to guess—
Going to 'Sconset by the sea.

Tho' the "bird-cage" has departed
Still commotion's often started
When the "bug's" to leave her berth
To make a break for all she's worth
To reach old 'Sconset by the sea.

As she skids along Low Beach—
Gives that awful funny screech—
You're so glad that you are there
Heart at once feels free from care
Rocking out to 'Sconset by the sea.

But—no more upon "The Bug,"
With its coughing chug-a-chug—
No more rocking-horsey motion,
No more terrible commotion
By train to 'Sconset by the sea.

N. H. S., '07.

Nantucket, May 23, 1912.

Our Trip to 'Sconset.

A Legend of Nantucket.
(By the unknown).

Once on a time, so runs my tale,
When times were hard and work did fail,
We took a trip to that bright isle,
Where flowerets bloom and maidens smile;
And we went out to 'Sconset.

It chanced one day at dinner hour,
When apple-dumplings ruled with power,
The door-bell rang, out went the maid,
In popped my friend, who smiling said,
"Will you go out to 'Sconset?"

Of course to this I gave assent;
But must have dinner ere I went;
And so agreed my friend to meet
At a certain store on Centre street,
And lay our plans for 'Sconset.

I met my friend as agreed,
Bought some cigars, in case of need;
From thence our route we quiet took,
And at a stable our names did book
For a team to go to 'Sconset.

As carryalls were scarce that day,
And single teams would never pay,
A coach and horses two we took,
And thought how grand the same would look
Upon the road to 'Sconset.

We took a drive about the town,
To show our team and gain renown;
Then, as we not alone would be,
We filled the coach with lassies three,
And started off for 'Sconset.

And now behold us on our way:
Five happier souls you'll meet no day:
There was B—, and R—, and C—, and S—,
Who the other was you sure can guess,
All in a coach for 'Sconset.

We quiet kept till out of town;
Then mirth no longer could keep down.
You'd have thought the d—-I was to pay,
If you had met us on that day,
While going out to 'Sconset.

While we on pleasure were intent,
B—'s hat out of the window went;
He followed suit without delay,
And back he got by the same way,
While we were going to 'Sconset.

The road was rough, the coach did jump.
And roll, and groan, and creak, and thump;
From side to side we all were dashed,
And crinoline got badly smashed,
In going out to 'Sconset.

But safe at last we reached the place.
The driver ope'd the door with grace,
Assisted the ladies to alight,
And told us (he was so polite)
That we had got to 'Sconset.

Then off he drove with headlong speed,
To give his hungry beasts some feed.
We of a house possession took;
There left the girls, while we did look
About the town of 'Sconset.

We wandered down along the shore,
A mighty wave rushed on with power;
Endeavoring beyond its reach to get
We slipped, and fell, and we got wet,
Upon the sands of 'Sconset.

So back we went and thought to smoke;
But in a frolic our pipes got broke
To Aunt Betsey Cawby's we took our way
To get some pipes and for them pay
The price they asked at 'Sconset.

We had our smoke in peace at last,
And supper followed on it fast;
Then cleared the room, some carols came
The eve was spent in pleasant game
So passed the hours at 'Sconset.

At ten o'clock the carriage came
To take us back to town again
We tumbled in without delay,
And soon upon our homeward way
We bade good-night to 'Sconset.

The night was beauteous and serene;
The moon shone brightly on the scene;
Our ride, however, soon was o'er,
And we were landed at our door.

So closed our trip to 'Sconset.

Reader! If ever Fortune's smile
Should lead you to Nantucket's Isle,
Heed our advice, procure a team
And lassies fair, then get up steam,

And take a trip to 'Sconset.

New Bedford, January 6, 1860.

To

In memory of a day of
one and forty years ago.

New Bedford, Mass., J. D. T. Kent.
February 20, 1901.

ONE AND FORTY YEARS AGO.

Long years ago some rhymes I wrote,
Of fair Nantucket's sea-girt isle,
And 'Sconset's shore where once we strayed
With careless jest and mirth the while.
How merry were our hearts that day,
How free from care, how full of glee,
Our fun and frolic knew no bounds,
Our laughter rang out o'er the sea.
We stood upon the sandy beach,
And watched the great waves come and go,
And pleasure crowned that merry day,
Of one and forty years ago.

I cast the message on the wave
Of life's uncertain, restless sea;
Then left it to pursue its way,
Regardless what its fate might be.
But friends preserved the tiny scroll,
And lo! it comes to me again,
By gentle fingers neatly traced,
After long years of joy and pain.
Again I stand upon the shore,
And watch the surges ebb and flow,
As on that bright and happy day,
Of one and forty years ago.

Nantucket's isle is still as fair,
The waves still beat on 'Sconset's shore;
But cherished hopes of other years
Have vanished to return no more.
Our locks, dear friends, have turned to gray,
Beneath our lids the wrinkles lie,
And joy and sorrow, weal and woe,
Have touched us as they passed us by.
Yet midst the ashes of our past,
The fitful embers flash and glow,
When memory recalls that day,
Of one and forty years ago.

[Note.—The first of the above poems appeared in the New Bedford Standard in January, 1860, a few months after the "trip to 'Sconset," in the fall of 1859. It was written by the late James D. T. Kent, who died some six or seven years ago. Upon it being brought to his notice from an old scrap-book, about five years before his death, he penned the second poem and presented it to a venerable couple, who, as "lad and lassie" in 1859, participated with him in the trip to 'Sconset.—Ed.]

Poor old town! You pay \$475 for 550 tons of stone, but only get 515 tons, and on top of that it costs you \$550 for freight, \$309 to unload the stone from the barge onto the wharf, and \$160 to have it carted away. Yes, and on top of that is \$20 more for expenses incurred in ordering the stone, which feat could possibly have been accomplished by mail for a 2-cent stamp—as was done in 1909. Oh, you poor old town! You certainly do get soaked occasionally!

Seen and Heard

Hail to the Vets!

Be a booster! Boom Nantucket!

This island is booming. Let's all boom with it.

The band sounded fine, didn't it? In fact, weren't you very agreeably surprised?

Over 1,600 lots have been sold at the west end of the island since the first of January.

If you are interested in clean, pure ice, read the advertisement of the Cash Coal, Wood & Ice Company, on the first page.

The Portuguese residents always manage to have fine weather for their annual jollification. They must be on the right side of the weather man.

Post card photograph of the new auto-chemical at Boyer's.

There is somebody here on Nantucket with a mighty guilty conscience. A person who will intentionally sound a false alarm of fire is the worst kind of a sneak.

Did you see it, last Sunday, posing on the Main street sidewalk for its photograph? A correctly cut Prince Albert, well-laundersed white vest, stiff dickey, polished shoes, and new straw hat.

The Dreamland moving picture theatre was packed to the doors last Saturday evening. Manager Hull seems to be giving his patrons full value for their money and they apparently realize it.

Thos. J. Ryan, Piano Tuner, will arrive in town June 10th for a short stay. Orders may be left at R. G. Coffin's Drug Store.

The services of the visiting nurse ceased to be available on the expiration of the term for which she was engaged, and no further engagement of a nurse will be made until the annual meeting of the Nantucket Cottage Hospital Corporation in July.

We presume the chemical rides easily and comfortably, for we have noticed the firewards enjoying occasional trips in it since its arrival and they all wear contented smiles on their countenances. Nantucket's own automobile, too, and a mighty fine one!

Best Tea at Nantucket Tea Co.

Let's see! History tells us that Nero fiddled while Rome was burning. When the alarm was struck shortly after midnight Tuesday, Prof. G. Wallace Stone started for the scene of the supposed fire armed with his violin, and those who saw him thus equipped could but recall the legend handed down to us in history. Still, a violin would have little effect in putting out a fire.

A correspondent signing "A Parent" sends us a communication in which it is alleged that one of the local drug stores and several other places about town are in the habit of selling cigarettes to minors. We do not print the article for two reasons. First, because it is another of those times when the identity of an anonymous writer is not given us, and second, because "A Parent" gets a little too personal in

his or her allegations. Hence, to the waste basket, notwithstanding the fact that we believe violations of the law regarding the sale of cigarettes do occur daily right here in Nantucket. Again we emphasize the fact that we must know the author of every article sent us for publication, and also that correspondents must handle names very gently.

Superintendent Gardner is making steady progress in the changes on the fire alarm system, as authorized by vote of the annual town meeting. He will probably have the circuit to the water works in operation within a few days, and as soon as the telephone linemen complete the work about town Mr. Gardner will be able to finish his work on the numerous "loops" into which the electric alarm system is to be divided. An entire new set of fire alarm cards will be necessary within a few weeks, in order to cover the additional features with which the system has been equipped. Numerous private alarm signals have been arranged, by means of which the number of any special locality can be struck from the central office, thus affording protection to the outlying districts.

Portuguese Residents Celebrate.

Last Sunday the Portuguese citizens of Nantucket observed the annual Feast of the Holy Ghost, in accordance with the time-honored customs in vogue in the Western Islands. The weather was superb and the procession of little girls in their white gowns, followed by a large number of the Portuguese men and accompanied by the Nantucket band, made a remarkably pretty sight as they wended their way through Orange and Main streets and entered St. Mary's church on Federal street for the morning service. High mass was celebrated by the Rev. Father Kelly, the ceremony attendant upon the blessing of the crown being the most impressive part of the observance of the Feast of the Holy Ghost.

It was Whitsunday—a festival recognized by Roman Catholics in commemoration of the descent of the Holy Ghost upon the apostles, which occurred on the day of Pentecost. There was a large attendance at the services in the church, which lasted until the noon hour, when the procession again formed and repaired to Alfonso Hall, in the south part of the town, where the remainder of the festivities were held.

Antone Marks was selected to wear the crown this year. This crown was



The Portuguese Procession Passing Along Orange Street on Sunday Last.

brought over from Porto Portugal in 1905 by Frank Leial, for John Murray of this town, to whom it belongs. Each year some man is chosen by the Portuguese committee to wear the crown, and it is considered a high honor in connection with this annual celebration.

The scene about the hall attracted many persons not connected with the celebration, during the afternoon, the decorations being on practically the same lines as marked the celebration in former years. The feast itself was held in the hall, where the silver crown rested on the altar, and everyone who visited the place, whether Catholic or Protestant, received a cordial welcome and was invited to partake of the viands prepared.

During the afternoon the usual auction was held, with John Murray serving as auctioneer, the proceeds from the sale going into the treasury of the Portuguese society. The following committee had charge of the celebration this year: Antone Matos, Manuel DePonte, Joseph C. Sylvia, Jr., Manuel A. Bothelho, Joseph J. Sylvia, Manuel Ortina.

The feast of the Holy Ghost is the greatest of the Azorean celebrations, a festival which the people of the islands have brought over with them. In fact, it is the only one which retains

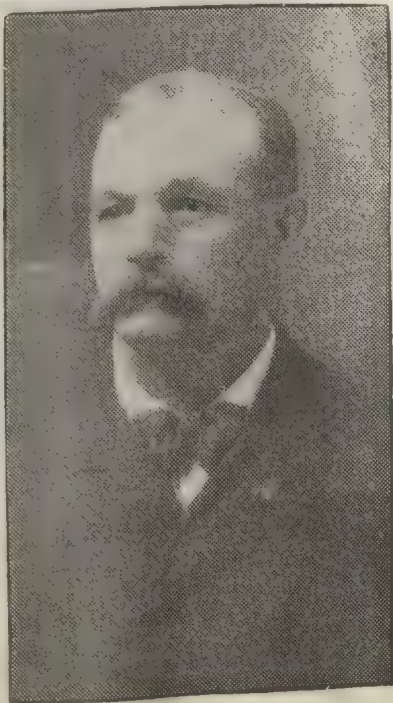
its entire splendor and significance. It had its origin in the dim ages of the past, when there were many volcanoes in the Azores and when their activity was a great source of terror to the inhabitants.

Tradition says that once, upon the feast of the Holy Ghost, it was agreed to kill a fatted ox and feast the poor, and it was at this time that a miracle occurred in the village of St. George, when a certain man had made arrangements for killing an ox for the feast. Before the event took place, the volcano became active and vomited immense streams of lava. The village was destroyed with the exception of a triangular patch of green about the ox which was marked for the sacrifice. This spot is still pointed out as a place of interest to travellers.

Thus arose the Feast of the Holy Ghost, which is celebrated yearly in the Azores and is also observed in many places in this country by the Portuguese citizens of America. It is usually held under the auspices of the various Brotherhoods and the observance is on practically the same lines wherever held.

Who?

Who stole those chickens?
Who cut down that fence?
Who rung in that false alarm of fire?
Who broke those windows?
Who sharpened the saw?
Who destroyed that ice?
Who ripped off the shingles?
Who stumbled over the curb-stone and bumped his nose?
Who fell into the ditch?
Who got caught on the barbed wire?
Who tipped over that hen-roost?
Who opened the barn door and turned the horse loose?
Who made their escape along the beach and up over the cliff?
Who went to the fire with his night-shirt on?
Who plugged the machinery in Swain's ice plant with sand so that it would not operate?
Who is going to pay for that ice thrown into Tom Nevers pond?



Joseph L. Sylvia, of Nantucket, Late President of the Portuguese Fraternity, who died at the Western Islands on March 10 last.

Here and There

Real spring-like weather at last.
Toot! Toot!! Ding! Dong!! Honk!!
Honk!! Pleasant sounds!

The holiday weather was certainly varied enough to suit all tastes.

The front of Chester Weeks' tailor-shop has been re-painted this week.

Best Coffee at Nantucket Tea Co.

The report of the Memorial Day observance will be found on the third page.

First Sunday boat one week from tomorrow. First noon boat one week from today.

Have you seen the firewards out joy-riding in the new auto-chemical? Some class to that board!

A fine lot of artificial ice was drawn from the tanks at the Cash Coal, Wood & Ice Company's plant yesterday (Friday) morning.

Owing to the holiday, the publication of The Inquirer and Mirror has been delayed this week and distribution is not made to subscribers until Saturday morning.

Every member of the crew of the Cunard liner Carpathia, which picked up the survivors of the Titanic and brought them to New York, will receive an extra month's pay for their work.

Steam fire engine No. 1 is now located in the Orange street engine-house, and the No. 4 in the house on Centre street, near Main, the chemical being housed where No. 4 was formerly stationed.

Strange, wasn't it, that the auto-chemical dashed up from the wharf and through Federal and Centre streets, passing a number of teams on the way, and not a horse did more than prick up its ears?

The train is now in service, making regular trips between town and Seonset. The equipment is in excellent condition this year, both the rolling stock and road-bed having received attention the past few weeks.

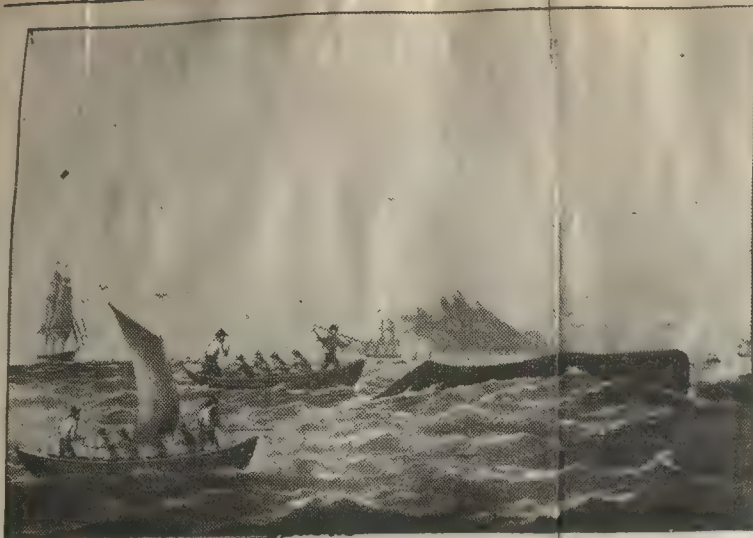
At Wyer's Art Store, a large line of Popular Novels is offered. Latest Publications and 50 cent Reprints. Any book obtained to order at city prices.

Few towns of the size of Nantucket can boast of such a fine lot of well-appointed stores. Have you noticed the brilliancy of Main street on Saturday evenings? Looks several hundred per cent. more attractive than it did five years ago.

"The band" is too good a thing to die. Public interest and support ought to keep it going throughout the summer months. Doubtless Saturday evening concerts could be arranged for, if the material assistance necessary were forthcoming.

Nantucket had only a slight touch of the thunder-storm on Friday evening week, escaping the severe disturbance which was felt on the mainland. In fact, it was not until midnight that the thunder was heard and even then it seemed to be far distant.

Tree Warden Macy has been giving the young shade trees about town attention and has found a number of "borers" at work in different localities. The young trees have received an application of fertilizer and seem to be thriving nicely this year.



SPERM WHALING—THE CHASE.

Colonial Candles

Don't mar the harmony and beauty of your old-time candlesticks by using modern candles. The only candles appropriate to use in antique candlesticks are those made in the old-time molds and of the good old-fashioned materials. Colonial candles are made of exactly the same materials, in the same way, and shaped in identically the same moulds as the candles your grandmothers and great-grandmothers used. In olden times, 100 years or so ago, the principal means of illumination were candles made of tallow, bayberry wax, beeswax or spermaceti. Of these, the spermaceti, obtained from the sperm whale, were by far the best. They were white and hard, and in burning they "cupped" well and had a minimum of dripping. In short, in the days of your grandmothers the spermaceti candle was the "aristocrat" among candles, and was used in homes of refinement and wealth.

Old-time candles were run in block tin molds that are seldom seen nowadays. We have unearthed some real antique block tin candle molds that were in use generations ago, and have also secured a large quantity of pure spermaceti. The Colonial Candles are run in these antique molds, and we guarantee that they are made of absolutely pure spermaceti of the finest quality, thus making them exact duplicates, in size, shape and materials, of the old-fashioned candles used a century or more ago.

The shape of the tip of the Colonial Candles is, like those of olden times, more graceful than the modern candles; they are larger in diameter and fit perfectly the old-fashioned candlesticks. Naturally, the cost of Colonial Candles (which are made by hand in the old-fashioned way) is higher than the modern candles of today, but they give a better light, and to the lover of the antique, the value of Colonial Candles is all out of proportion to the difference in price.

Colonial Candles are put up in boxes containing three, six, twelve or twenty-four each. Made full length or half length.

Price per box of 3 candles, long, .25; short, .15	
6 .50; .25	
12 1.00; .50	
24 2.00; 1.00	

Let your candle correspond with its setting. Use Colonial Candles, the only candles on the market that are appropriate for your antique candlesticks.

By mail, per box of 3 candles, long, 35c; by mail, 3, short, 25c.

Ye Olde Curiosity Shop

C. A. CHENOWETH, Proprietor,

Pearl Street, Nantucket, Mass.



SPERM WHALING—THE CAPTURE.

SALOON MUST GO

A New Discovered Peril. Your boy will cast aside alcoholic drinks as he would a dangerous serpent. Enclose 2c stamp for evidence and proof. Howard Publishing Co., Rochester, N. H.

Sewerage Construction.

Bids will be received for the construction of sewers in the south section and Atlantic Ave., until June 10, 1912. The right is reserved to reject any or all bids. For further particulars and specifications apply to Alfred E. Smith, Sec'y Sewer Dept.

Nantucket's New Chief.

Samuel T. Burgess, who recently assumed the duties of Chief of Police in the town of Nantucket, is rapidly proving his efficiency and ability to fulfill the duties of the office. He has under him as patrolmen Lawrence Mooney, jr., and William Small, both young men of Nantucket. The former has been assigned to the northern section of the town and the latter to the southern section.

Chief Burgess is a native of Tennessee, but has been a resident of Nantucket for a number of years. He



CHIEF OF POLICE BURGESS

Photo by Boyer.

married Wilberta, the daughter of William T. Devlan of this town, and has two sons. Last winter Mr. Burgess was in charge of the Athletic Club building and in that capacity made many friends by his gentlemanly and courteous manner, and his appointment by the selectmen a few weeks ago, to the head of the police force, received general approval among the townspeople.

The Inquirer and Mirror

A Weekly Newspaper
Published by

COOK & TURNER,

Folger Block, Orange Street,
NANTUCKET, MASS

Subscription Rates—\$2.00 per year; \$1.00 per six months; 60c per three months.
Entered at the Postoffice as second class mail matter.

Seen and Heard

Help the band along.

Ordered your runabout yet?

No more joy riding after this week.

Civic pride and public spirit go hand in hand.

But, honestly, that road between Sconset and Polpis is the worst yet.

It bids fair to be quite a lively town meeting this Saturday evening.

"Ed" Crocker, driver of the chemical, says he just delights in polishing brass. He certainly has a lot of it in charge and it shines, too.

Have you caught a glimpse of the gayly-decorated watering cart? Does it meet your artistic sense of beauty? Or would you prefer to see it without its advertisements?

With all the promises heard on the town meeting floor as to the condition of the streets this season, does it really seem to you as though they are as clean as they ought to be?

Yes, our dear Alfonse, there is some honor in old Nantucket yet. If you will let us know who you are we will print your communication, but why call Nantucket a one-man town?

Best Coffee at Nantucket Tea Co.

Fireward Norcross took his first lesson at knocking over a telephone pole with the auto-chemical yesterday morning, doing a very good job at it, the pole being demolished, but luckily without injury to the auto.

Last Saturday was "children's day," the firewards kindly giving the young folks a chance to ride on the auto-chemical. The only trouble was that many of the boys and girls were not satisfied with a single ride and wanted to be in the car every trip it made about town.

If that Hummock pond bridge is not a complete success and more money is necessary in order to make it right, why not appropriate the necessary amount to complete the job and then have the county commissioners lay out and open up a road-way there? To have the bridge inaccessible, even though it is not as satisfactory as it might be, seems like a waste of money.

New line of local Postal Cards in colors, 10c a dozen. At Ye Olde Curiosity Shop.

The Civic League refuse boxes have been placed in position for the summer. The boxes have been painted dark green with yellow lettering. Now when you see a bit of waste paper on the street you can pick it up and place it in the box nearest you, thus helping the league "keep the town clean." But please keep in mind the fact that the boxes are not intended as receptacles for garbage.

One of the laborers at work on the sewer was somewhat surprised when he sat down to eat his dinner the other day, to discover that he had brought away from home with him a five-pound pail of lard, instead of the dainty lunch his wife had prepared for his meal. But he was no more surprised than was his better half when she went to get a bit of lard for cooking and found in its place her husband's dinner. The poor fellow would have gone dinnerless but for the donations made to his relief by his fellow laborers.

Thos. J. Ryan, Piano Tuner, will arrive in town June 10th for a short stay. Orders may be left at R. G. Coffin's Drug Store.

One of the best investments Nantucket could make would be to purchase a modern spraying machine for the use of the tree warden in his efforts to exterminate the tussock moths. Anyone who has been pestered by the nasty crawling caterpillars (and who has not?) will agree that it

will be money well invested if a spraying machine will rid the town of even half of the little pests. And aside from the nuisance to mankind, the shade trees of the town—the stately elms on Main street—need spraying badly in order to save them from destruction. It has taken sixty-one years for them to grow and it would be a pity to permit the moth pests and "borers" to ravage them without a determined effort to save the trees.

Best Tea at Nantucket Tea Co.

The communication from a correspondent last week in which allusion was made to the congestion on the wharf during the summer months as largely due to the efforts of the liverymen in soliciting "fares," naturally caused a little indignation among the carriage drivers, who, while admitting that some of the writer's statements were true, do not feel that they should be blamed for the confusion and discomfort which results on the wharf upon the arrival of the steamer. We quite agree with the liverymen in that they should not be held wholly responsible, for the greater part of the congestion about the exits is actually due to the crowd of on-lookers who gather there "to see the boat come in." If the people who merely go to the wharf as sight-seers could be kept back from the enclosure, much of the trouble would be obviated outside the gates, especially if the liverymen were to be allotted berths or stands from which they must solicit business. That the congestion should not be permitted to exist another season must be apparent, even to the management of the steamboat company.

The Band Has a Treasurer.

The Nantucket Band has organized. At a meeting of the members, held on Monday evening last, William H. Barrett was elected manager and Warren B. Chase treasurer.

The assistance of the people of Nantucket and summer visitors is requested, and contributions towards the band movement will be gratefully received. If the proper amount of support is rendered the organization by the public and encouragement given for it to continue, the band will doubtless be able to render occasional concerts during the summer months.

Money is necessary with which to purchase music and additional instruments, and anyone feeling able and willing to contribute towards the band fund may send remittance to the treasurer, Mr Chase.

Contributions sent in the care of The Inquirer and Mirror will be handed to the band treasurer. There may be some of our subscribers who would like to help the cause along and any sum will be acceptable. The band is to be a purely local institution and as such deserves the support of the community.

Doctor Sharp Lectured.

Dr. Benjamin Sharp, of Nantucket, who was associated with Commander Peary on his first North Pole expedition, addressed the members of the Forward club last evening on the subject of polar research. The talk was profusely illustrated with stereopticon views and proved of fascinating interest to the hearers.

Having traversed for years the ice fields of Greenland and other northern points and being familiar with the topography of the Arctic zone, Dr. Sharp's commentaries relative to Arctic achievements by the explorers were of added value. He lauded Peary as the greatest of Arctic explorers and derided Dr. Cook for the part he played in hoaxing the public in his fictitious claim to having first discovered the pole.

Dr. Sharp drew a vivid picture of Esquimaux life, while his descriptions were enhanced by the excellent views shown. He described the Esquimaux mode of living, and threw on the canvas views which gave an interesting sidelight as to their native customs.

The ship on which Peary made his first polar expedition was the Kite, a steam whaler that was well suited to the work of arctic exploration. He showed a view of one of the ship's boats, named Faith, which was made in New Bedford. Dr. Cook was with the expedition, rated as ship's surgeon. Dr. Sharp showed views of Peary and the ship whilst in the Straits of Belle Isle. Prominent in the pictures was Dr. Cook, who even in the 80's had the propensity of getting in the lime-light. Amid laughter, Dr. Sharp told how impossible it was for anyone to take a picture without Dr. Cook getting his physiognomy in the picture.

Greenland, with its wealth of icy mountains, occupied much of the lecturer's time. The views depicted the Esquimaux hunting seals, while their quaint houses imparted a touch of the picturesque.

Cape York, McCormick Bay, Cape Sabine, where Explorer Greeley starved to death, were in turn touched upon by the speaker. The Humboldt Glacier, which is the largest in the world, and Etah, the place where Cook and Peary are alleged to have had a squabble over food supplies, were also pictorially shown.

Dr. Sharp stated that the first expedition ended at McCormick Bay, which was in latitude 76.40. This was the farthest point reached on the first trip.—N. B. Mercury, 6th.

MISCELLANEOUS

WANTED—Situation wanted as cook. Address C. S. this office. jel 4t

WANTED—First-class man to build a landing pier at Maddequet. Apply to Massachusetts Coast Company, Nantucket, Mass. 1t

WANTED—Small cottage or rooms for light housekeeping, for July and August. 17 Woodside Terrace, Springfield, Mass. je8 4t

WANTED—Woman to help in the kitchen. Good hours. Folger's Restaurant.

WANTED—A competent boatman to take care of and sail a 19-foot-catboat through July and August. Apply to Edwin W. Morse, 9 Fair street. je8

Seen and Heard

Be a booster!

The season has opened.

Are you keeping the lawn-mower active?

H. Paddock & Co. have been painting the exterior of the Roberts House, and also the residence of Captain Killen.

Yesterday (Friday) was the anniversary of the birth of the American flag and known all over the country as "Flag Day."

Twenty-odd crates, containing several hundred fowl, arrived Thursday noon for H. G. Worth, who is engaging in the poultry business on a large scale.

The postoffice lobby has been treated to a generous use of the mop and broom and presents a much better appearance than it has for the last few months.

"The Oldest House" on the island, known also as the "Horse-Shoe House" and "Jethro Coffin House," will be open to visitors on and after Thursday, June 20th.

The second watering cart is to be out in service shortly. It is being repainted and when it next appears on our streets will bear an advertisement of Holland, the grocer.

A Chinese proverb runs: "Think of your own faults the first part of the night (when you are awake) and of the faults of others the latter part of the night (when you are asleep)."

Best Coffee at Nantucket Tea Co.

George Smith Furber picked up a bottle on the beach the other day, which contained a bit of cardboard with some Italian words scribbled on it and also some clippings from an Italian paper.

The firewards are following what they consider their best judgment and have the auto-chemical brought out between the hours of 7.30 and 8.30 in the mornings, whenever the driver thinks it necessary.

Send in your mite for the band fund. Let Nantucket give all it can before the season opens and then the summer visitors will readily fall in line. They will surely lend assistance to a purely local movement, such as this is.

A horse belonging to John Terry took fright at the auto-chemical, last Saturday morning, and dashed up Quince street at a lively pace, colliding with the fence about Josiah F. Murphey's property. The only injury resulting was to the fence pickets.

The Fairhaven board of fire engineers visited Boston, Lawrence, Brockton and Taunton this week, viewing the different makes of auto chemicals, preparatory to selecting the new machine which the Fairhaven citizens have voted to buy. The board has already inspected Nantucket's new machine.

What is the matter with the street-cleaning department? Main street and vicinity never looked more untidy than this season. The promises made at town meeting seem to have been

nothing but air castles, for neither the cleaning nor watering of the streets shows any improvement over last year.

The band will probably render an open-air concert on Main street some evening next week, if present plans materialize, though no specific evening has been selected yet. The members of the band are desirous of obtaining the confidence and support of the community and feel that this can only be done by an occasional open-air concert.

The Rockland Standard celebrated the 200th anniversary of the old town of Abington, this week, by issuing a large anniversary number covering forty-four pages. The Standard was established in 1854 as the Abington Standard. Another Plymouth county paper which issued an anniversary number in connection with the celebration was the Whitman Times.

Ten cents a hundred for flies is the price offered in Chatham, N. J., by the board of health. For every ten flies brought to the office of the board one cent will be paid. Rufus Geislor, a member of the board, is the promoter of the scheme. Many of the boys of the borough have started a crusade on the fly and expect to receive considerable vacation money in this way.

Chenoweth, the fellow who keeps the Old Curiosity Shop on Middle Pearl street, believes in keeping before the public. He has made a deal with the committee having charge of the street watering service, for his advertising cards to appear on the cart, and wherever the water wagon goes one is reminded of the fact that the Old Curiosity Shop sells all sorts of antiques, real sperm candles, etc., and also has a circulating library. The lettering on the cart was done by Woods, the expert in charge of Paddock's carriage painting shop.

A few days ago people passing the North church may have seen a rather unusual sight. A little eight-year-old youngster was playing with his ball on the walk leading to the church and lost it in the grass. To use his own language in telling his mother about it: "I just hunted and hunted for it, but couldn't seem to find it, so I got right down on my knees and shut my eyes tight and asked God to help me find it, and do you know I got up and went to looking for it again and found it right straight off." There is no doubt but that little Kenneth has a real working knowledge of what true faith means, but we cannot help wonder what people thought who saw a little fellow saying his prayers in the old church yard.

Is there any one in Nantucket who will enjoy the tussock moth caterpillars crawling about the town unmoled a few weeks hence? The town has again made no provision to fight them and we think that when the nasty crawling things are making life almost unbearable out of doors the voters will wish they had taken some definite action to hold them in check. The superintendent of moth suppression says he has neither money nor authority to wage a crusade against them, and the tree warden is in a like position. There can only be one result—a public nuisance, destruction of the beautiful shade trees of Nantucket, bodily discomfort to the people of the town and the summer visitors and—millions upon millions of additional caterpillars in 1913.

Personal

Miss Marjory Folger is at Nantucket for the summer.

Mrs. John Terry returned Monday from a visit to Boston.

Mrs. James T. Worth and children returned home Tuesday.

Guy P. Dodge and family arrived this week for the summer.

Mrs. John Sickels is home for the summer at 13 Fair street.

Clinton Gardner left Wednesday noon on a short trip to Boston.

Miss Clara Allen left Sunday for a visit with friends in Providence.

Miss C. A. Middlebrook is at her summer residence on Centre street.

Mrs. William D. Carpenter returned to her home in Nantucket this week.

Charles F. Folger left this week for a visit in Philadelphia, his former home.

Mr. and Mrs. George Allen Backus were passengers from the island Thursday.

George M. Neall and family, of Philadelphia, are at 20 Cliff road for the summer.

Judge and Mrs. John M. Waldron returned to their home in Nantucket on Thursday.

Mrs. William P. Graves and family, of Boston, are occupying their summer home on Ray's court.

Charles Vincent, a student at the New Bedford Textile school, arrived home Saturday noon.

William H. Wyer returned home this week and has opened the Sherburne riding stable for the season.

Mrs. Ira Younglove and daughter, of Ypsilanti, Michigan, are at "The Outlook," Cliff Road, for the season.

Capt. B. W. Joy left Wednesday for Boston, where he is to get yacht Florette in commission for the season.

Mrs. Lucy B. Hutchinson and daughters arrived Wednesday and are at their Ash street home for the summer.

Mrs. Norman Hallett, who has been visiting relatives in Nantucket, returned to the mainland on Saturday last.

Miss Madeline Macy has again entered the employ of H. Marshall Gardiner at his art shop on Main street.

Mrs. Valina Bassett, of Buzzards Bay, arrived Thursday noon for a visit with her brother, Herbert Gelston Worth.

Judge E. M. Bartlett and family, of Buffalo, are to occupy C. Whitney Riddell's house on Centre street this season.

Mrs. F. E. Wise and daughter, of Seattle, arrived at Nantucket this week for a visit with Mrs. Mary E. Chinery.

Mrs. A. M. Callander and E. P. Callander, of Pine street, will spend the week-end at the the Beach House, Siasconset.

W. H. N. Voss and family, are occupying "Cloverside," on Chester street, again this season, arriving the past week.

Mr. and Mrs. Walter H. Sisson have opened their candy shop on Federal street for the season, arriving here Tuesday.

Water Front

Schooner William P. Boggs is at the Old South Wharf with a cargo of grain for W. T. Swain & Co.

A couple of large tar pots were taken aboard steamer Gay Head, at Oak Bluffs, Monday afternoon, and brought over to Nantucket. Work on the street concreting will commence promptly.

U. S. revenue tug Acushnet has gone to New London to go into the dry dock for a painting. She is expected to be ordered to New London later to police the river for the big college races.

Manuel Sylvia came home Sunday in his large fishing sloop Sakuntala, having been with the mackerel fleet along the coast. Like all other boats in the fleet, the Sakuntala has experienced a poor season thus far.

The government has auctioned off five of its naval derelicts. The Yankee, which has been sunk in Buzzards Bay for some time, with numerous ineffectual attempts to raise her, was sold for \$2,010 to R. W. Wallace of New York.

The Wauwinet ferry-boat Lillian will this season have her berth on the south side of Steamboat wharf, instead of on the north side, as heretofore, and arrangements will at once be made for her accommodation on the "ell." The Lillian will probably commence making regular trips shortly.

Whaling brig Sullivan has sailed from New Bedford on an Atlantic ocean whaling voyage, and her sailing will probably be delayed until the Cape Verde packet William A. Grozier has taken on board a full cargo of provisions and sailed for Fogo. The Grozier had a full complement of passengers and will come right back.

The local steamers have been bringing unusually heavy cargoes of freight to the island the past week. The Sankaty at noon has brought mostly merchandise of a perishable nature, and on Wednesday it was so extensive that the boat was not unloaded until 1.40 o'clock. At night the Gay Head has been bringing several carloads of cranberry barrels, hay, building material, etc.

This season will go on record as one of the most unprofitable mackerel years on record. The fishermen all along the coast have not made expenses. A scarcity of mackerel and an abundance of dogfish have prevented any large hauls by the Nantucket fishermen, as well as those from near sections of the coast, and it will go down into history as an "off year" for the mackerel fishermen.

Capt. Owen S. Manter is to command steamer Nantucket this season, which is being overhauled and repainted at New Bedford. She will probably be placed in service as a freight boat about the 17th of the month. Captain Manter will have with him as pilot Captain Brown, a veteran salt of South Yarmouth, who has been making trips over the route this week on the Gay Head in order to familiarize himself with the island service.

Some one carelessly threw a cigar stump, or else knocked the ashes from a pipe, onto the old "ell" on the south side of Steamboat wharf, about the time of the arrival of steamer Gay Head, Thursday evening, and the timbers and planking caught fire from the spark. Quite a blaze was in progress when James Allen Backus chanced to see the smoke rising and he rushed to the spot on the double quick, succeeding in stamping the fire out before others arrived on the scene.

The steamboat wharf at Oak Bluffs came very near being destroyed by fire Sunday afternoon, owing to the carelessness of some person who threw a lighted cigarette so that it landed in a crack in the planking. The affair happened shortly after steamer Sankaty cleared for Woods Hole on her up trip from Nantucket, and before the blaze was discovered a large section of the wharf was on fire. It was necessary to summon the Oak Bluffs fire department in order to save the property from total destruction.

The three-masted schooner Frederick Roessner, of New Bedford, has been abandoned at sea. No details of the disaster are yet known, the news being received by the wife of Captain Andrew Chase in a wireless message sent from steamship Carillo, which merely stated that the schooner had been lost, that the captain and crew were safe on board the steamer, bound for Kingston, Jamaica. Further dispatches state that the vessel is awash and a menace to navigation. The schooner was valued at \$12,000 and was owned by twenty-five residents of New Bedford and vicinity. She was not insured.

Steamer Sankaty made the noon trip to Nantucket on Saturday last, although not on the regular schedule, which went into effect Sunday. The New York boat to New Bedford was put on Friday night and the Sankaty was run through for the accommodation of passengers bound for the islands, of which there was an unusually large number for the opening noon trip of the season. The steamer was heavily laden with freight and did not leave on the return trip until 2 o'clock, going over to the Vineyard to take in tow the scow Success, which has been making repairs to the wharf at Edgartown, towing her up to New Bedford that night.

The fact that from June 7, 1911, to March 18, 1912, running past danger signals resulted in the death of 171 persons and the injury of 931, emphasizes the importance of using some form of automatic device, which, if the engineer disregards signals, will of itself bring the train to a stop. On the system in New York and on the Hudson and Manhattan tunnels beneath the Hudson River, it is said these stops have been called into requisition, and they have never failed to do their work.

The annual meeting of the Chase-Chase Family Association will be held at New Bedford on Thursday, June 27th.

June 22, 1912

Keep Nantucket Quiet and Clean.

Editor of The Inquirer and Mirror.

If motor cars were to be licensed for operation in Nantucket, their owners could use them with pleasure, perhaps, on the road to Siasconnet, on the Maddaket road, as far as by Derrymore Farm, and almost to Monomoy! Elsewhere the roads are impossible. It would cost a large sum to make Nantucket roads suitable for automobiles, and a large sum annually to keep them in repair. There is no certainty that the island roads would be thronged with automobiles. The number of automobile owners that would select Nantucket for a summer home and rent or build cottages here, in preference to other places, can not reasonably be expected to be large. It can hardly be conceived that there should result an automobile colony and a purely automobile prosperity.

On the other hand, a very few motor cars could make life miserable in this place. Children play in the streets and people freely step into the streets at any point they choose between crosswalks. Many of the streets are very narrow, and for many years there would be danger of dire results from so close a meeting between horse and motor vehicle, and one child run over, or one person knocked down, would make the community sick of the bargain.

Moreover, besides the uncertainty as to any resulting prosperity, there would be a certainty of loss. Many summer residents would actually decide against continuing to come here, and building, renting and buying property would surely receive a severe setback from the disaffection of such people as do now come and are now looking to come.

Nantucket is doing well, and increasingly better, from its business with people who like it as it is and come to it for what it is. They make some mistakes about it, for they see at once its charms and do not at once appreciate its drawbacks. But what they come for, and what they wish to have preserved to them, are the pure tonic air, the quiet and the cleanliness of Nantucket.

Believe me, the people here do not realize what the city people suffer in the noise of early delivery wagons, the clouds of dust laden with germs, the hurry and bustle and nervous alertness from fast moving vehicles and crowds, and the atmosphere overheated or overcharged with humidity. People coming to Nantucket believe they will escape all these evils, and, while they do not seem to be ill, many are sick with tired nerves—just as sick as anybody with phthisis or scarlet fever—and they must and will find a place where they can rest.

The mistake which Nantucket people make is in allowing the air, the cleanliness and the quiet of the place to be compromised. Noises carry farther on an island than on the mainland. People living as closely together as we do in Nantucket should not be subjected to the crowing of roosters in the yard of their next-door neighbor. To protect the sleep of those who sojourn here would be the greatest commercial asset Nantucket

could have. The noise from the great bell on the diminutive locomotive, sometimes continuous and penetrating for a quarter or half an hour, is to some people a nuisance. The smaller bell that was made for the locomotive would warn the people near the track. People in Maddaket do not need to be warned.

Nowhere but in New England does a town bell ring the hours but if that must be done, the continuous banging of the bell at 7, 12 and 9 o'clock, imperilling the drums of people's ears and the bell itself, need not continue. If the time of clanging it were even cut in two, it would be an appreciable relief.

Then, too, if people here realized how the crowds of summer people have been forced to go farther and farther away from the cities each year to a place whither the moth pests have not yet reached, they would try to keep our streets clean and protect our little precious foliage from them.

If our Nantucket people themselves want to hear a noise or see moving spectacles and busy streets, it is far better to let the people come here and be quiet and pay a fair price for the privilege, and then our people take the profit and make a trip to the mainland and see and hear, as they ought to do. But if Nantucket is to exploit its peculiar advantages commercially, then let her not throw away her stock in trade.

In fact, a crusade for quiet and cleanliness would make Nantucket a Mecca for an increasing number of the desirable summer visitors that we now have. Keep out the automobiles, muffle those popping, sputtering motor boats, keep the mufflers on the ice plant and the auto-chemical closed, constitute roosters a nuisance within 200 yards of any dwelling house, and clean out these disgusting pests—which nobody lifts a hand to diminish from his own trees and bushes—and Nantucket will realize all the fair promises of an almost unearthly happiness which it holds out to the casual observer, and its prosperity will grow apace.

Yours for Nantucket,
E. L. Eustis.

Who's Got My Overcoat?

Some one has my blue overcoat. I will need it next winter and prefer to know where it is. If the person who has the garment will kindly leave it on my back steps some dark night, no questions will be asked, and he may keep whatever he found in the pockets as a reward for his honesty. Please bring the overcoat back without another warning.

Timothy Coffin Pitman.

Nantucket Railroad Co.

TIME-TABLE.

Leave Sconset—
6 a.m., 11.15 a.m., 3 p.m., 5.30 p.m.
Leave Nantucket—
7.45 a.m., 1.30 p.m., 4 p.m., 7 p.m.

SUNDAY

Leave Sconset—11.45 a.m., 5.30 p.m.
Leave Nantucket—1.30 p.m., 7 p.m.

Captain Richard Swain Returns Home

Captain Richard Swain, who has passed through an active career in the Far East since he left Nantucket fifty-seven years ago, when a young man nineteen years of age, returned to his island home last Saturday to take up his residence. Captain Swain has for many years been in command of passenger boats in Japanese waters and a few months ago he retired as commodore of the Nippon Yusen Kaisha line, a company which has numerous vessels engaged in the trade between Japan, China, the United States and Europe. His last command was the steamer Kasuga Maru, in the service between Japan and Australia and he is an honorary member of the Japanese Naval Reserve, being the only American in the service.

Although 76 years of age, Captain Swain has yet to cast his first vote as an American citizen. When he left Nantucket fifty-seven years ago he was not of age and during his long career he had never been able to exercise the freeman's right, although always maintaining a keen interest in the political affairs of his native country. He will go to the polls in Nantucket next November for the first time in his life.

Captain Swain is accompanied by his wife, and they are the guests of the former's sister, Mrs. Mary I. Chinery, who also has with her her sister, Mrs. Frank Wise, and daughter, of Seattle. The family reunion on Saturday last was most enjoyable. Mrs. Chinery's daughters, Mrs. Emma F. Hayward and Mrs. Harry R. Bratton, both being with her to welcome home their uncle from the Far East after his long absence from his native island.

FOR SALE

FOR SALE—Canopy top surrey; also a Smith American organ, Address Box 254, Nantucket. je22 1t*

FOR SALE—Three-quarter Ash bed, complete with mattress and spring; also child's galvanized bath tub. Address B, this office. 1t*

FOR SALE—Extra good driving horse, sound and reliable; rubber-tired open buggy, and harness. Address John A. Rockwell, Oak Bluffs, Mass. 1t

BRAIDED MATS for sale at the Barrally cottage, Milk street, at \$2.00 each. je22 3t m

FOR SALE—One delivery wagon nearly new; also harness. A. B. Tebbets, Austin Farm. 1t*

FOR SALE—Seven room house No. 2 Dover street. Apply on the premises. je15 2t*

HAY FOR SALE. Apply to Harry Gordon. je15 2t

FOR SALE—Three lots at Siasconset, Nantucket, Mass. Apply to W. W. Low, 47 Fort Green Place, Brooklyn, N. Y. je8 3m

FOR SALE—A keel rowboat, ten feet long, newly-painted, with oars, rudder, etc. Suitable as tender for power or sail boat. Apply at 9 Fair street. je1 tf

FOR SALE—Two-acre lot. Apply to George A. Backus. my18tf

FOR SALE—500 wagons and harnesses; all kinds, all prices. Write for catalogue to John T. Sharkey, 63 Bay street, Taunton, Mass. ap6 tf

FOR SALE—The John D. Gardner property on Easton street, formerly residence of Dr. Harold Williams. This entire property, including stable, at reasonable price. Apply to Anthony W. Ayers. mh30

House For Sale.

HOUSE—A commodious dwelling house situated on the east side of Orange street, overlooking the harbor, for sale, with or without furnishings. For further particulars address Fred B. Maglathlin, Polpis. Telephone 109-22. ja6

FOR SALE—Cottage house on Silver street; modern improvements. Apply to Lawrence Ayers, or Anthony W. Ayers, agent. n11 tf

FOR SALE—Cottage "Idle Hours," 64 Centre St., partly furnished. Apply to Anthony W. Ayers. s9 tf

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

LAND For sale—Valuable tract of land on the south shore for sale. About 50 acres, having a frontage of 2000 feet, with a beautiful clean beach and continuous surf. This is the finest unbroken tract of land on the island. A. T. Mowry, Agent.

TO LET

UPRIGHT PIANO to let for the season. Apply at 5 Quince street.

FOR RENT—From September to June, furnished house. Call on premises 6 Ash lane. je22 1t*

LODGING ROOMS—Five nice, comfortable lodging rooms for rent. Apply at 22 Fair street. je15

FOR RENT—A comfortable old Nantucket house situated on the shore of the harbor, with a fine water view. Still water bathing and boating. Twelve sleeping rooms. Apply to H. R. Coleman or agents. je 15

TO LET—Large airy front room, furnished, suitable for bedroom and sitting-room. 29 Lily street. j15 2t

TO RENT—Furnished house of five large square rooms, hot and cold water, bath, gas, piano and broad piazza. Centrally located; near Ocean House. Price \$175 for the season of 1912. Address F., this office. je15 1m

TO RENT—New upright piano, \$35 for the season. Apply at 12 Gay street, Nantucket. je15 tf

PIANO—A first-class Ivers & Pond Upright Piano to rent for the season. Address Mrs. A. B. Raymond, 57 Union street, Nantucket.

TO LET—For season, two 10-room Cottages opposite Sea Cliff Inn; also small studio adjoining. Any agent, Nantucket. je8

FOR RENT—A well appointed stable with five stalls. Centrally located, electric lights, running water. Herbert G. Worth. je1 tf

ROOMS TO RENT—Good large rooms. Cool. Apply at 5 Federal street. je1 tf

FOR RENT—At Siasconset, Ingle-neuk Cottage, furnished. Well situated. Running water and modern improvements. M. E. Chinery, Siasconset. my 25 tf

TO LET—For summer, a completely furnished house, Siasconset. Best location on Sankaty bluff. Stable; large grounds. Address Box 482, Nantucket, Mass. ap13 tf

Nature intended that the hen should work or exercise for all she eats. Therefore, we should induce them to exercise for about all the food that is given them. The hen on the wide range will often work all day in filling her crop, and when night comes she has just succeeded in supplying her desire for food.

Obituary.

Nantucket has met with a severe loss. The death of Miss Marianna Hussey on Wednesday afternoon removed a woman who was a power for good in the community, one whose very life was in itself an object lesson—now a fragrant picture on the walls of memory. A teacher in the public schools of Nantucket for nearly three decades, Miss Hussey exemplified a true Christian spirit in the guidance of the young along the paths of knowledge. She taught pure womanhood, upright manhood, honesty, integrity and faithfulness to every trust, the while she trained her pupils in the teachings of modern education.

Every boy and girl honored and respected her, and there are hundreds who have received their education in the public schools of this town who can but look upon her departure as a personal loss—the loss of a teacher who was a true friend and a Christian woman. Long before he knew her as a teacher, the writer knew her as a neighbor and a friend, and the recollections of those early days are fondly cherished—more fondly than the memories of later years, when he looked to her for some of the more serious lessons of life. She was a good neighbor, a true friend, a wise counselor, and her passing is a distinct loss.

Miss Hussey's life was a rare jewel and her pathway was marked with deeds of kindness and good cheer. Truth was her inspiration and by kindness she exemplified its great worth. Upon the white canvas of her life she drew no uncertain lines to be erased, for hers was a life of devotion to her relatives and her friends, to the Church and to the community.

A member of the First Congregational church, Miss Hussey gave of her best for the cause of Christ. As clerk of the church, as teacher of the Bible class in the Sunday school, and in the Christian Endeavor society, she was a faithful and ardent worker, believing that it was her duty as a Christian to do the will of her Master at all times. She was always ready to lend a helping hand in time of need—both in acts of kindness and in words.

A woman of heroic mould, she bravely met the stern requirements and often the disappointments of life, and for several months she calmly and with a perfect submission to Divine will awaited the summons which she knew must come.

Miss Hussey was born in Nantucket, February 4, 1861, only daughter of Anna and the late Capt. Edward B. Hussey. She received her early education in the public schools of the town and upon graduating from the High school in 1877, taught in the village schools at Polpis and 'Sconset, later entering upon a course of study at Bridgewater Normal School, from which institution she graduated with honors in 1884.

Her service as a teacher in the Nantucket schools has extended over a quarter of a century, the inroads of disease compelling her to relinquish her duties about two months ago. Besides her widowed mother, Miss Hussey is survived by two brothers, Wal-

ter Hussey, now residing in California, and Peter M. Hussey of Nantucket. The sympathy of all is extended to the bereaved relatives in their hour of sorrow.



FAITHFUL UNTO DEATH

In memory of Marianna Hussey

Now rings from yon familiar field:
A chorus of awakening birds.
And on the fragrant breeze is borne
The distant sound of lowing herds;
But one who loved the peaceful scene,
And all the gracious gifts of earth,
Has lain her down to well-earned rest.
By faith assured of newer birth,
How wise was she in Nature's love,
How patient in her tireless quest;
To her the flowers their secrets told.
The mother-bird revealed her nest
Her life-long message unto youth
Was fraught with loving consecration,
The wholesome ministry of toil,
The stalwart faith that binds a nation.
She loved the warmth of friendly souls,
And all the arts that gladden life,
For her the shafts of harmless jest
Were fitting foil to foolish strife.
No servile slave to fashion's rule,
No listener to scandal's tongue,
To nobler aims her soul aspired,
And kept her brave heart ever young.
She rests in peace; who now may doubt
That fuller life will end her sleeping,
That seed her faithful hand hath sown
Shall yield its harvest for her reaping!

Funeral services were held in the First Congregational church, yesterday (Friday) afternoon, several hundred persons assembling to pay tribute to the memory of the deceased. The Rev. P. B. Covell, pastor of the Baptist church officiated, his scripture verses having a special significance to friends and relatives of Miss Hussey, as each reference seemed a favorite of hers.

The pupils of the High School attended in a body, entering from the vestry, while singing one of their deceased teacher's favorite hymns, "Onward, Christian Soldiers."

Before Mr. Covell's remarks, a quartet, composed of Mr. and Mrs. Jesse Baker, Miss Emma Cook and Harry E. Smith, sang "Sometime We'll Understand," and, at the conclusion of the service, the same quartet sang "Abide With Me."

The floral tributes were many and beautiful, testifying to the love and esteem in which the deceased was held by the entire community.

Besides the tributes from friends and relatives, each class of the school added its testimony of love with a gift of flowers. The pall-bearers were young men chosen from the High school pupils: John King, Franklin Webster, Ray Morris, Bertram Morris, Alanson Swain and Ernest Terry.

Seen and Heard

\$15.00 on a thousand!

Wauwinet seems to be booming far ahead of other sections of the island this year.

We noticed the street sweeper out about six o'clock the other morning, but the poor thing got so tired that it had to be put to bed again.

These false alarms of fire are getting to be a bad habit. Some ought to be made an example of, as to put a stop to the practice.

Visitors to the Pacific National Bank, Monday, went along a path strewn with flowers and potted plants. Looked fine to see the front steps in bloom. Seemed almost like a reception for the time-honored institution.

There was another "circus" with horse Sunday afternoon, with slight damage to the vehicle. The mishap occurred on one of the out-of-town roads, far away from the auto-chemical, which was taking a siesta in its quarters, as usual.

The field drivers ought to get busy. Down on Washington street a man ties a cow out to graze on the highway day after day, which is a violation of the town ordinance. Sometimes when a team approaches the driver is obliged to get down and dispose of the cow and her rope before he can drive along the highway. And this practice continues day after day.

For Sale—Houses, all sizes, one to five rooms, for all purposes. Artistic, practical, inexpensive, ideal for summer service. Famous all over the United States. The Kenyon Take-Down Houses. Allen Smith, 'Sconset, agent. Je 22 24

Along the line of the 'Sconset railroad is a field of daisies which covers several acres and is a beautiful example of Nantucket's remarkable flora. Passengers making the trip over to the village catch a fine view of the daisy field when about half way across the moor-land. The other day the train stopped there long enough for Gardiner to take a picture of the scene, and the result, in a handsome hand-colored effect, is one of the finest Nantucket pictures yet on exhibition.

There is talk of renewed effort to let automobiles into Nantucket. Nantucket, one of the most delightful places that God created and that many years ago made picturesque and unusual, now suffers from the indiscriminating and loud depredations of a horde of people for whom the island and town are too good, and who will not be content until they reduce all to their level. Introduction of automobiles, which are of no use there, will be the sure way to cheapen and destroy Nantucket. —Boston Record

Best Coffee at Nantucket Tea Co

Complaint is made regarding the "screechers" which are being used on bicycles in this town of late, which are nothing short of a nuisance, and unless the authorities take immediate action ordering their discontinuance parties have informed us that legal steps will be taken to prohibit the further use of the sirens about the streets of the town. The use of the screechers is entirely unnecessary and those using them should realize that they make themselves obnoxious and offensive to the peace and quiet of the community.

MEMBERS OF CLASS OF 1912, NANTUCKET HIGH SCHOOL.



Left to right—(standing) Mildred Morris, Blanche Coffin, Helen Thomas, Marion Norcross, Mildred Chase, (seated) C. Ray Morris, Miss Carrie J. Long, (teacher), Cora Gibbs.

July 6, 1912.

NANTUCKET, 1

Automobiles on Nantucket.

Editor of The Inquirer and Mirror:

In reply to your expressed desire for the opinions of summer resident tax-payers upon the "automobile question," as affecting Nantucket, permit me, as one of them, to submit the following:

The question may be regarded from two standpoints: namely, from the standpoint of law, and from the standpoint of utility and convenience; but in regarding it from the latter point of view, we must not fail for one moment to overlook the absolute rights of others, though our own desires and convenience may not accord with the desires and rights of such others.

First, as to the legal aspect of the question:

At the time the original petition to the legislature with reference to automobiles on Nantucket, was circulated, I refused to sign the same upon the stated ground that the legislature had no power whatever to enact into law the wishes of both natives and summer residents, at that time overwhelmingly in favor of their exclusion. Though perhaps to be desired at that time, such exclusion on its face appeared so arbitrary and unjust as a proposition of law that I refused to subscribe to it, to the disgust, I know, of some of my friends.

That the legislature fully realized the limits of its own powers may be seen from the actual legislation we have upon this subject. The statute under which the selectmen of Nantucket have heretofore attempted to exclude automobiles, reads as follows:

"The city council of a city, or the board of aldermen of a city having no common council, and the selectmen of a town, may make special regulations as to the speed of automobiles and motor cycles, and as to the use of such vehicles on particular roads or ways, including their complete exclusion therefrom."

There exists no special legislation whatsoever, with reference to Nantucket, except that from a special regulation of the selectmen of this town, no appeal can be taken to the Highway Commissioners between June 15 and September 15.

The statute, as quoted, should be carefully read. The legislature has no power itself to exclude automobiles from any city or town in the state, much less to delegate such power to the selectmen of a town, and it has in no way attempted to do so in the statute in question. Under the police powers vested in the state, as such, the legislature has, however, authority, for the safety and health of the public, to regulate traffic, and, likewise, authority to authorize selectmen of towns to do the same.

This is exactly what the statute in question does, so there can be no question of its validity and constitutionality. But note its wording. The selectmen are authorized to exclude automobiles from *particular* roads or ways. It is an elementary principle of constitutional law that if the police power of a state is exercised, such exercise of it *must be reasonable*. No one, under the constitutions of the Commonwealth or of the United States, can be deprived of the right to acquire, possess and use property, without due process of law. But the acquirement and use of any and all property can be surrounded with reasonable safeguards, such as may be deemed necessary for the health and quiet of the community in general, and this is what due process of law means in this case.

The legislature knew full well that it could not exclude automobiles from Nantucket, and did not attempt to do so, but did authorize the selectmen to exclude them from *particular* roads. If it had intended that the selectmen should have power to exclude them from any and all roads, it would have said so in identical terms, but in such case it would simply have taken the trouble of enacting an unconstitutional statute. Knowing this, it carefully stated particular roads, as contradistinguished from any and all roads.

The selectmen of Nantucket, however, have, under cover of a proper authority, duly conferred, purposely and defiantly gone far beyond their power and authority by attempting, in a roundabout way, to accomplish what the legislature itself could not do in a direct way. Adhering to the letter of the law, they have attempted to exclude automobiles from the island by attempting to exclude them from nearly every street in town, by name, giving them no access from the wharf to the town, from the cliff to the town, or from any one point in town to any other given point in town. We have had, therefore, an utterly ridiculous and unreasonable ordinance passed under cover of a perfectly valid statute. The ordinance becomes unreasonable in fact, and therefore invalid in law, by merely denying automobiles access to and from the steamboat wharf. Had the selectmen debarred them from North Water and Federal streets, giving them the right of way along Centre street, for instance, such an

ordinance would be perfectly valid. Considerably more could be said, but the invalidity of the ordinance is too clear for further argument.

The counter argument, that automobiles are only excluded for three months, is entirely without merit, as the legislature cannot deprive anyone of his right to use his property for three months any more than it can for three or thirty years.

Coming down to date, we find that, if your paper correctly reported the proceedings had at a recent meeting of the selectmen, there is no ordinance excluding automobiles from the streets of Nantucket this year. The selectmen, at this meeting, instead of passing a regulation purporting to exclude these machines, merely voted to insert in *The Inquirer and Mirror* the usual advertisement with reference to them. They merely passed a resolution to publish an advertisement—which is very different from passing an ordinance excluding automobiles from the streets.

To sum up the legal aspect of the matter, we have no ordinance this year (if the selectmen's action is correctly reported) excluding automobiles from the streets of Nantucket, and we find that the ordinance heretofore passed every year, being unreasonable in fact and far beyond the powers of the selectmen under the statute, is without question unconstitutional, and therefore worthless.

Looking at the matter from the standpoint of utility and convenience, but, granting, as *perforce* we must, the right of any and all to possess and operate automobiles on the island, it reduces itself to a question of sentiment and business which each indi-

vidual must decide for himself. The tradesman must decide whether or no, as a business proposition, it is cheaper for him to use machines or horses, and he who wishes an automobile for convenience and general transportation purposes, must decide whether or no he desires to temporarily incur the displeasure of those who object to it on general principles only, notwithstanding his absolute lawful right to purchase and use it.

All the hue and cry in regard to horses taking fright, etc., is entirely beside the question. The automobiles have the same right to the streets as the horses, and it is consequently the plain legal duty of carriage drivers to accustom their horses to the machines and not lease for public hire horses which cannot be broken to them.

The fears of many, that machines would take away from the quiet and safety of our narrow streets, I do not think would be realized. The selectmen could and should make and enforce proper speed regulations. Under the worst conditions, the danger to children and others could not be greater than the present danger from the reckless driving of public carriages by twelve and fourteen-year-old boys, whom, I am willing to wager, are unlicensed, and whose fathers would be insulted at their enforced licensing.

We now come to the great bugaboo! What would be the actual resulting conditions with automobiles in operation on the island?

The conditions here are so peculiar that automobiles cannot become the nuisance they unquestionably are in certain other localities.

First—there can be no such thing as through traffic, whether for touring or trucking.

Second—the types of machine available for use here are reduced to the very light business wagon and to the light runabout and small four or five passenger car.

Third—the number of machines would be exceedingly few. A few tradesmen would have delivery wagons, and a few residents would own small cars for pleasure. Of the summer visitors but very few would bring cars. No excursion element would come, as there are no roads for them to tour, and the cost of transportation of a machine to and from the mainland, coupled with hotel charges, would hardly pay for the pleasure of riding over sixteen or eighteen miles of bad roads.

Such summer residents as would bring cars would know the types available—small cars such as would track our ruts, and useful simply for purposes of getting around. I think it would be safe to say that at no time would there be more than fifty machines on the island at once.

Nantucket can never be deprived of its individuality—of its own peculiar charm. Because human nature is as it is, the coming of automobiles will, in the beginning, be looked upon with awe and distrust, but, once here, their presence will no more be noticed than that of the chemical is today.

Summer Resident.

Water Front

Schooner *Julia A. Berkele* has discharged a cargo of soft coal at Straight wharf this week.

Schooner *Manchester & Hudson* has discharged coal at Swain's wharf this week for the Cash Coal. Wood & Ice Company.

A steam yacht with three smokestacks was in port over the Fourth. The yacht was one of the new type of racing craft.

Bluefish were biting at the south shore Thursday and some of the specimens landed on the beach tipped the scales at fifteen pounds.

Capt. Alonzo F. Cahoon of South Chatham recently caught a sea turtle weighing 1100 pounds. It was landed at T wharf, Boston, Wednesday.

Capt. Charles Myron Coffin has been repairing the Dauntless' pier on Old North wharf this week, which was damaged by action of the ice last winter. The Dauntless will commence her regular trips to the bathing beach next week.

Summer residents are constantly complaining over the absence of a public float at the Steamboat wharf. Owners of pleasure boats are seriously inconvenienced and they are righteous in their protests, for Nantucket certainly should have a public landing place for the accommodation of this class of her summer residents.

In a letter received in New Bedford by Ernest Richards from on board the whaling schooner *John R. Manta*, the information is given that the *Manta*, which had been whaling on the Charleston grounds, had been blown off the grounds by a succession of gales. The catch of the *Manta* was reported to be 30 barrels, same as a previous report. No whales were seen on the Charleston grounds.

Captain Northfell, of the British oil tank steamship *Horsley*, which arrived at New York, Sunday, reported to the

Weather Bureau that he sighted a huge iceberg on June 22 off the Banks of Newfoundland. He said the berg was about 4000 feet square, 150 feet high and had an inclined bay in the center large enough to float a ship. The berg was in latitude 48.40 north, longitude 50.08 west and considerably north of the present track of trans-Atlantic ships.

When the *Sankaty* came in through the channel, Monday noon, Captain Merrimar spied a raft adrift. After docking the boat he chanced to mention the incident to Agent Clark, who then discovered that the company's raft used in work about the wharves was not at its accustomed mooring. Captain A. Westgate Jones at once offered to go out in the *Lillian* and bring home the runaway, which was captured just outside the point, the incoming tide having headed it inward again.

The liverymen who purchased berths for their teams at Steamboat wharf on Friday week occupied their new positions that night, and, in general, the purchasers have since endeavored to abide by the rules laid down by the Steamboat Company for their government. There have, of course, been one or two cases of dissatisfaction—which is but natural in view of the complete change over former methods of handling the carriage business on the wharf. All these little difficulties are to be remedied by the Steamboat Company, which intends to give the purchasers of berths ample protection of the privileges which they have secured, and infringements upon their rights by those who did not secure berths, and by one another, will probably receive due attention.

July 13, 1912.

Keep the Auto Away.

Editor of *The Inquirer and Mirror*.

Although it is now some years since I have had the pleasure of a summer at Nantucket (my natal home and the home of my ancestors back to the immortal "ten"), my interest has remained undiminished and now the spirit of my Quaker forbears "moveth me to speak" on the subject of the auto.

When first the question of auto or no auto was started I thought of that wonderful air, never appreciated while I lived there, but marvelled at when I returned some years later. Then the choking fumes of gasoline from the automobile noisily chugging beneath the window would permeate the room—a co-worker says "odormobile"—and it was hard to think of auto fumes polluting Nantucket's pure air.

I remembered the mother who had brought her three children from Chicago to regain their strength depleted by typhoid fever. I thought of the frail wife brought from still farther west; of the steady increase in the estimation of physicians everywhere of the power of Nantucket to help invalids. Then there crowded into my mind the countless dashes from sidewalk to sidewalk, fear of automobiles swiftly approaching on either side with insistent calls for foot-passengers to clear the whole road for their

speeding. I rejoiced when the act was passed enabling Nantucket to exclude these machines during the part of the year when she invites and desires visitors.

Now the discussion is on once more. You have an auto-engine and some say it is all the same as any auto. There is a difference wide as the earth between a machine run to a fire when the needs come few and far between, usually with notice to the town's folk.

An auto brought by a summer resident will be only one of several or many. They will be going in all directions, keeping the foot-passenger looking "both ways at once." Their honk that sounds so alluring to some of you will become distasteful and exasperating, unless you have a policeman at about every crossing to regulate travel, as Boston has had to do.

There seems to be a trait so frequently shown as to be practically universal, and that is the speed mania that possesses those who ride in automobiles. One of the quietest, gentlest ladies one could meet said to me earnestly: "What is the good of an auto at all if you can't go forty or fifty miles away to spend the evening?" To those in the machine speed seems of slight degree and the presence of any other object on the highway to lessen their speed is something opposed to their right of way.

Another quite universal trait is for people to leave at home their courtesy and all home manners when they go among strangers for a few weeks of diversion. If tourists take an automobile for their summer trip they want one large enough for persons and baggage, to go whizzing here and there with a glance at this and that, then whizz off, to be succeeded by others like themselves. Do you think I'm just talking because I dislike them? Well, yes, that's true in a fashion, but it is because the great majority of them have so ridden rough-shod over all the streets and roads that not only have we walkers got to feeling strongly about them, but the "safe and sane" few among motorists have had to take it up and help squelch the offenders.

According to all accounts you are desirous of attracting summer visitors. How is the best way—by being like everywhere else, or by being pleasantly different? A good business man puts all his efforts to getting something unlike the general run and then copyrighting it. Keep Nantucket "quaint," however much you may dislike the term, but keep it restful, whatever else you do. You seem to have at present all you can accommodate. Keep the conditions until you have empty houses clamoring for renters or boarders. But until you need to change conditions keep on as you are and draw from everywhere more and more, as at present.

I have lived at Nantucket and have welcomed the bustle of summer and dreamed of it through the rest of the year; but unless you can make the stir last all the year and also make the stir your own selves, by all means realize the profit of being different, of being restful and quaint.

Now about your fire-fighter. I waited to ask about the need of exercising, of one who knew. He was mightily amused. He said there was

no more need of a run about the streets "under a load" than there was for a carriage. Mr. Gardner, out in Seattle, with its intense hustle, enjoys runabouts and thinks they would be good for dealers at Nantucket.

The place and times must have changed mightily, for when I knew it a half-way decent horse could deliver all the goods needed, or a good smart boy with a wheelbarrow. No, I'm not making fun of Nantucket, but I am laughing at those who don't stop to realize the difference between Nantucket and a big city, and also the difference in aims of the two places, one getting its growth and every day living in the busy market place of the world, while the other is inviting busy people to "come and rest a while."

L. B. S.

July 20, 1912.

Returns to Nantucket as Japanese Commodore After a Half Century.

From the Boston Sunday Post, July 14, 1912.

For many years the captain of steamers sailing under the Japanese flag, for almost a score of years the commodore of an entire fleet, and an active participant in the war with Russia, Captain Richard Swain has returned to his boyhood home at Nantucket after an absence of 53 years.

Throughout the present summer he will remain as a visitor on the little island that he left at the age of 19 to follow the sea and to begin a life of adventure that has included experiences with hurricanes and typhoons and with war in the waters of the far east.

Then, though he has just passed the allotted three score years and ten, and might well retire to a life of ease at his native Nantucket, Captain Swain plans to return to Japan just as soon as the November elections are over. He will then act in an advisory capacity to the great mercantile fleet of which he has been commodore so long.

"I was just a boy of 19," said Captain Swain to a Sunday Post reporter at Nantucket last week, "when I had an opportunity to join the fleet of the Pacific Mail as an under officer.

Cape Cod folks, and particularly Nantucket people, have a natural leaning toward the sea, and even as a boy I had picked up enough knowledge of the water to be able to fill the post offered me, in spite of the fact that the Pacific Ocean was strange to me.

For eight years I worked for the Pacific Mail, gradually working up to the position of captain. The run was between San Francisco and Japan, and in this way I became acquainted with the Japanese steamship people and got an opportunity to go with them.

Then the Nippon Yusen Kwaisha line gave me a chance to take command of one of their smaller boats, and my Japanese career might be fairly said to have begun. The run was between Japan and China, and though I have plied to American and Australian ports since that time, I learned to like the run to Chinese ports so well that when I became commodore of their fleet I chose that route and left to the younger men

the longer runs that kept one away from home for weeks at a time.

For a great many years, of course, I did not have a choice in the matter of where I went to, but in another particular I did have the say—in the matter of English speaking officers under me.

The result of that policy has been the introduction of many Americans and Englishmen in the service, and the creation of one more bond, even though a small one, between Americans and the Japanese.

My reason for insisting upon English speaking officers was primarily a selfish one. In Japan there are several kinds of languages, the court Japanese used by educated people and then a number of other dialects.

If one does not speak correct Japanese one had better speak none, and very early I decided that I would prefer to speak my native tongue and avoid the possibility of humiliation by lapsing into incorrect Japanese.

Life as the captain of a Japanese mercantile vessel ran on rather uneventfully. In their turn came storms, hurricanes and typhoons, such as the sailors on any other vessel are subject to. There never was a time when I was in any desperate danger of losing my ship, though there were times when I was anxious.

But when the war with Russia broke out there came more excitement than all the years before had provided. Japanese ships are subsidized, and in time of war are impressed into service as transports and the like, as were the Harvard and Yale during the Spanish-American war.

The ships of the Nippon Yusen Kwaisha became transports, and the captain of each retained his command and for the time being became an officer of the Japanese navy. Retaining their control over their vessels, they nevertheless were obliged to share responsibility with a genuine naval officer placed aboard.

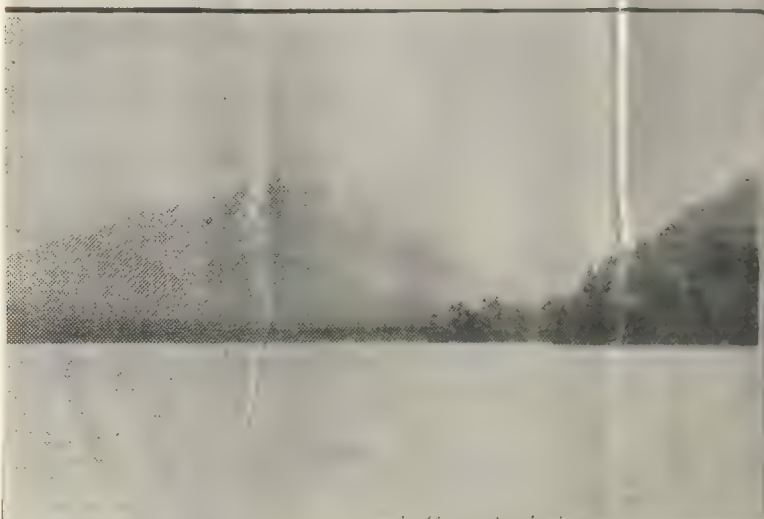
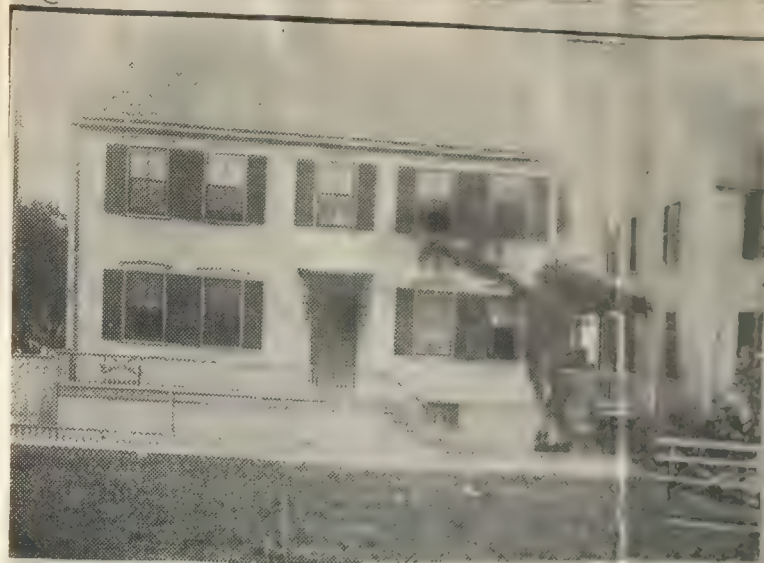
Of course we indulged in no fighting. Neither did we get a chance to see any, but an incident occurred which I think is worthy of mention and which illustrates the Japanese point of view and the absolute difference of it from the American standpoint.

There stood beside me on the bridge a Japanese naval officer, educated, cultured and in every respect the equal of an unsuperstitious, clear-headed American.

A battle was imminent and weather that was favorable for the Japanese forces was blowing up. With the utmost soberness the Japanese officer spoke up and declared that it must have been provided by the Emperor, who to the Japanese is a divinity not to be mentioned except as such and then only on rare occasions.

This educated man, as efficient a naval officer as any of the average, was obsessed with the common superstition that the Emperor was something more than human and could command the forces of nature.

The world in general has always wondered why it was that little Japan was able to defeat Russia, and in the general wonder lost sight of the important fact that at every stage of the conflict Japan maintained a perfect intelligent system, while the Russians in innumerable cases did not even know where their troops were, nor what their ships were doing.



Home of Captain Swain at Nantucket; Fuji Mountain, Which Often Served as a Landmark for Captain Swain in Japan, and Captain Swain of the Japanese Naval and Merchant Marine, on Bridge of the Kusuwa Maru

s by courtesy Boston Post.

And no small part of the eventual victory has to be laid at the door of the soldier of common origin, the man of a family low in station, who is glad to die in order that his name, and consequently that of his family, may be inscribed on the scroll that adorns the temple in which once a year the Emperor worships.

According to Japanese custom, the flag carried by each regiment is loaned to it by the Emperor, and is only a temporary possession. The names of such members of that regiment as die in battle are carved on a roll of honor which is put in one of the temples in Yohohama, and once each year the Emperor makes a pilgrimage and pays tribute to this roll of honor.

The willingness of the ordinary Japanese family to sacrifice a member to the empire is in no small part due to the extraordinary reverence in which the Emperor is held. In their eyes he is absolutely divine, not to be mentioned in conversation, and possessed of superhuman qualities.

Various jingo forces in the United States have tried to create the impression that Japan was seeking war with us. Japan in the past has been misunderstood. Many have thought that she is intent on war and conquest, to the neglect of her internal improvements and home development.

This is a mistake. Japan is anxious to pursue a peaceful course among the nations, particularly so with America, with whom she has

been so long and closely connected. As England stands to Europe, so Japan stands to Asia. With China she stands not only as a friendly nation, but also as a trader, for 40 per cent. of Japan's foreign trade is with China.

It stands to reason that Japan would not wish to destroy her very best market. It is to her interest that China should prosper, should move forward without hindrance along the lines of her new republican government.

The common impression, however, that Japan is financially unable to undertake a war, is wrong when it is considered that money goes much farther there than in this country. The cost of a Japanese warship is much the same as here, but the cost of her upkeep is vastly less. The Japanese sailor is paid but \$1 a month, and soldiers get about three cents a day.

The conscription method is in use, and the school boy is so thoroughly trained in tactics that his last year in school counts as one year of army service, and but two additional years are required of him.

Without the slightest desire to bring war down upon themselves, the Japanese are going ahead on the theory that only in possessing strength can they hold peace, either with the United States or any other world power.

The tariff is quite as much of a political issue in Japan as it is here.

The empire has always gone on a highly protected basis, and the high cost of living, low, indeed, in comparison with the same thing here, is paramount.

Taxes are high in part because of the money needed to support the army and the navy, but it is apportioned in an entirely different way. The tax in Japan is on incomes, not on consumption. That is to say, if you own a house and are not making any money from it, you are not taxed at all, but you are taxed on any commercial venture which may be making money for you.

The political parties of Japan, instead of being Republican and Democratic, are Liberal and Conservative, the former being in favor of expansion and the latter standing for retrenchment. As nearly as there is an issue in the country it is that of the tariff, which is fully as high as in this country.

A large part of the revenue of Japan comes here from the sugar and tobacco monopoly, and the Liberals are making a determined fight to abolish this and create revenue in some other way.

The big secret of Japan's strength lies in her system of ship subsidy, which the United States certainly ought to adopt. Where she has in the neighborhood of 20 ships running to all the American ports on the Pacific coast, there are but five vessels

or the same class flying the American flag that are operating on the Pacific. The Manchuria, Mongolia, Siberia and Corea of the Pacific Mail, and the Minnesota of the Hill line, are the only ones to fly the American flag.

In still another way do the Japanese excel the entire world, and that is in the matter of safe ships. Japan has never been willing to accept the Lloyd specifications in building vessels, and today turns out a ship that is more nearly unsinkable than anything afloat.

The secret is simply in stronger bulkheads. The Titanic never would have sunk had her bulkheads been of sufficient strength to withstand the pressure of the water after she had struck. No boat of Japanese construction would ever have gone to the bottom as she did, simply because in the Japanese vessels there is used a thickness of steel which is able to withstand almost any pressure it may be expected to meet.

It is high time that the nations of the world, which have mercantile or any other kind of fleets, should get together and arrange for a standard in construction. This standard, I believe, should be along the Japanese line.

The Japanese boilers, for one thing, are heavier and thicker, and the bulkheads are so strong as to withstand almost any kind of pressure, while those on other ships are only up to the requirements laid down by the British Board of Trade."

Captain Swain believes himself to be the first person in the United States to unfurl here the new flags of the Republic of China. His proudest possession is a set of these, including the national banner with five colors.

The original Chinese flag was of yellow, with a green dragon in the corner. The first new flag adopted, and which Captain Swain carefully guards, is a small blue one, with a small white star in the corner in place of the dragon. The second flag adopted, soon after the first had become generally known, is also blue and with a white star, but with the star points increased to the sacred number of nine.

In turn there came the flag with a red body and black nine-pointed star, each point having a yellow "pearl" at the tip, the entire 18 to symbolize the 18 divisions of the new republic.

The next development was a flag with a red field, a blue corner and a

white imitation of the sun, star-shaped again. This banner has been maintained as the civil flag of the new republic.

The flag which Captain Swain prizes, however, as the first to be introduced in this country, is a plain, five barred banner, each bar of a different color.

On top there is a red stripe to commemorate the original rule of Han, 4693 years ago. Next comes the yellow stripe of the Manchus. Then follows the blue stripe, put into pacify the Mongolians, who threatened to set up a separate empire. Since there are some 14,000,000 Mohammedans in China, a white stripe is added for their benefit, and at the bottom is the black of the inhabitants of Thibet, who also proposed to form an empire of their own.

Captain Swain intends to remain in his birthplace, Nantucket, until he has had a chance to cast his first ballot of any kind. Once the November election is past he intends to return to Yokohama, where he makes his home, and remain as an advisor to the steamship line of which for so many years he has been commodore, and in that capacity done so much to cement friendly feeling between Japan and the United States.

July 27, 1912. Historical Association Meeting.

There was an unusually large attendance Wednesday morning at the annual meeting of the Historical Association. The meeting was called to order by the president, Alexander Starbuck, promptly at 10 o'clock, and the records of the previous annual meeting were read and approved. Miss Bodfish, who was secretary pro tempore, reported that at a meeting of the Council held in June the resignation of Mrs. Elizabeth C. Bennett as secretary was announced and reluctantly accepted. The Council met just before the annual meeting of the association and unanimously voted to recommend the election of Mrs. Bennett as an honorary life member. The record of the meeting was formally approved.

The annual reports of the secretary, treasurer and curator being read, showed a most gratifying condition of the association. The curator urged renewed activity in some directions, as failure to positively progress meant stagnation. The annual address of the president followed, and the reports and address were ordered printed in the "Proceedings."

The chairman of the nominating committee, W. F. Codd, reported the following list of nominees for the ensuing year:

President—Alexander Starbuck.

Vice-presidents—Dr. Benjamin Sharp, Mrs. Judith J. Fish, Henry B. Worth, Mrs. Sarah C. Raymond, Moses Joy, M. F. Freeborn.

Secretary—Miss Annie Bodfish.

Treasurer—Miss Hannah G. Hatch.

Curator and Librarian—Miss Susan E. Brock.

Councillors—term expiring 1916—Miss Caroline Swift, Dr. E. B. Coleman.

Auditors—Irving Elting, Edward A. Fay, Miss Harriet A. Elkins.

The report was accepted. Mrs. Stokeley Morgan presented resolutions complimentary to the retiring secretary, Mrs. Bennett, which were unanimously adopted, ordered spread on the records and a copy sent to Mrs. Bennett. On motion of Moses Joy it was voted to carry out the recommendation of the Council and Mrs. Bennett was unanimously elected an honorary life member. Inasmuch as Henry S. Wyer had positively declined to serve longer as vice-president, Mr. Joy stated that recognition should be made of his long and faithful service. As he already is a life member that honor could not be conferred upon him, but on motion of Mr. Joy a vote of appreciation and thanks to him for his good work was unanimously passed.

The election of officers for the ensuing year was next in order and the president appointed William F. Macy, Prof. Wm. Watson and Mr. Severance as tellers. The nominees as reported by the nominating committee were unanimously chosen. The nominating committee for the ensuing year was nominated from the floor and the following named members were elected:

Mr. Severance, Miss Eliza Codd, William F. Macy, Dr. Blossom, Mrs. Sidney Mitchell.

In order that the large number of friends present might hear Miss Weeks' paper on Nantucket women, she was next presented, and her address held the closest attention of her auditors. She paid an admirable and deserved tribute to the women of Nantucket and at the close was most warmly applauded.

The president then announced that in accordance with the vote of the Council prizes had again been offered to the two pupils of the High School presenting the best original essays on topics connected with Nantucket history. The judges had carefully considered the four essays presented to them and he requested Miss Dorothy Small and Miss Elizabeth Grimes to come forward and receive the prizes they had won. When they came he spoke of the gratifying results of the competition and of the desire of the association to encourage the study of history in general in the High School, but particularly the study of and pride in local history. The judges were unanimous from the outset in the opinion that Miss Small's essay, on "The Scallop Fishery," was the best of the four essays submitted, showing marked originality, as the material could have been obtained only by individual effort. An envelope containing \$5.00 was accordingly presented to her. The other envelope, containing the same amount of money, was presented to Miss Grimes, for her creditable essay, "The Settlement of Nantucket."

A message was received from the Winthrop Historical and Improvement Association conveying its love to every grain of sand, every tree and flower, and every person in Nantucket. The sentiment was enthusiastically applauded.

The amendment to the by-laws providing that at meetings of the council five would constitute a quorum, was unanimously adopted.

Dr. Douglas-Lithgow then spoke of a work he had in hand, the manuscript of which was nearly completed, and which was a brief history of Nantucket. He suggested that the association might take it in hand and assume its publication. On motion of Mr. Joy, the matter was referred to the council, with full powers.

After the president had called attention to the reception in the afternoon and urged those present to attend, the meeting was adjourned.

There was a large party assembled at the rooms and grounds of the association in the afternoon, to participate in the reception which was held from 4 to 6 o'clock. All enjoyed the delightful informality and sociability of the affair, and the following-named fair misses of Nantucket, with charming tact and grace served refreshments: Mary Brock, Lucy Hutchinson, Katherine Hutchinson, Ida Parker, Caroline Bacon, Ellen Tobey, Olive Allen, Marion Allen.

Here and There

THE OLD MILL

Lonely giant on the hill,
Why do your great arms stand still?
Will they never turn again,
Grinding streams of golden grain?
Music sweet to him who feels,
Was the clacking of your wheels;
Spread once more thy silvery sails,
To the scented summer gales.

Flowers blossom in the rut
Which your circling wheel has cut;
Waken, giant—blows the wind,
Spectral forms bring grist to grind.
Ghostly miller, loose the brake,
Shutters from the windows take,
Swing around the wheel-tipped mast,
Face the breezes of the past.

Let the seasons backward fly,
Magic winds are rustling by;
Grind, if only fairy grain,
Turn, old mill, thine arms again.

J. L. E.

Play ball!

Wanted—Copies of The Inquirer and Mirror of July 6, 1912—at this office.

The Nantucket county fair and horse show will be held on the 21st and 22d of August.

Everybody's doing it—squashing caterpillars—that is, everybody except the official squasher.

That east wind was chilling to the marrow, Tuesday, and we saw some folks actually shivering.

Best Tea at Nantucket Tea Co.

All up for the county fair this year! Let's make it a success that will out-rival even that of last year!

The senate has confirmed the nomination of Charlotte L. Parker to be postmaster at Osterville, Mass.

Fairhaven is to enjoy a \$20.00 tax rate this year and Taunton's has jumped to \$19.80 on a thousand.

The extension of the sewer into North Liberty street, from West Chester, has been completed this week.

Saturday afternoon the "guests" and "employees" of the Sea Cliff crossed bats, the former winning by a score of 16 to 8.

When they hunted up the court record of a Pittsburg man this week, the officers found he had been arrested 501 times during his career.

The children like those old-fashioned "ginger snaps." Get a "Women's Exchange Cook Book" and try them when doing your Saturday's baking.

Free demonstration of Mapleine this Saturday, at the Nantucket Union Store. Mapleine ice cream and dainties served free, entire day and evening.

Miss Ruth E. Wellington, the violinist in the Ocean House orchestra, will render a solo at the morning service in the Baptist church, Sunday.

The records of the local weather bureau station show that the rainfall on Sunday last, between 1.10 and 11.50 p. m., was 2.56 inches—quite a downpour.

If you haven't procured your "Women's Exchange Cook Book" don't delay longer. The coupon will appear in The Inquirer and Mirror but one more week.

Get your prizes at Ye Handicraft. 6t

The extension of the track of the Nantucket railroad down the wharf is progressing slowly and it is probable the train will be run down to the freight house next week.

The buildings and fences on the Fair Grounds have been deluged with white-wash this week, and a number

of changes and improvements have already been made in the arrangement of the grounds.

Quick returns characterize the advertisements inserted in our "classified column." Before the press had stopped running last week a string of gold beads advertised as "lost" were restored to their owner.

Have you had some Post Card Pictures taken at the Boyer Studio? Main street, over Central Market.

Charles N. Long has about completed the new bungalow which he has been building for John H. Robinson on his lot on the North road and it is probable the cottage will be ready for occupancy early in August.

A twenty-four-hour vigil in the wireless room of every ocean-going vessel clearing from an American port with fifty or more souls aboard, is provided in a bill agreed upon by Senate and House conferees. The bill is one of several growing out of the Titanic disaster.

Manager Murphy, of the Sea Cliff team, went over to the Cape yesterday, to invite some of the base ball clubs there to send their teams over to Nantucket for a game occasionally. An effort is also to be made to make up a team of 'Sconseters and to hold semi-weekly games.

Following the rain of Sunday night, the streets were cleaner than they have been for several months, the concrete roadways especially being washed like those of spotless town. And in order to keep up with the improved condition, there was almost an epidemic of window washing up and down Main street Monday morning.

Members of the Harbor and Land Commission were on the island Thursday, and, in company with Representative Sharp, gave careful consideration to the needs of Nantucket harbor in connection with the proposed dredging to be done under the state appropriation of \$10,000. It is probable that the anchorage ground will be deepened to within a short distance of the wharves.

The Coffin School Association has been working for the establishment of a course in "Domestic Science" for the girls of Nantucket at the school. The trustees of the school heartily approve of this effort and it is interesting that the girls themselves have lent a helping hand. At the closing exhibition of work done the past year in the sewing class there was a table of articles for sale, the girls of the class having given their work to help the fund. The sum of \$27 was realized from these articles and given to Mr. Barney, treasurer of the Association, as a contribution to the fund for domestic science.

W. C. T. U. in Willard Hall, Wednesday evening, at 7.30.

A few years ago Nantucket used to support an off-island band during the month of August at a cost of \$400 or \$500 a week. Another year, after the local band has had a winter of training and has enlarged its numbers, the town ought to be willing to hold out some financial support to the organization, for by that time it will surely be "in shape." Perhaps the next annual town meeting will make a small appropriation to help the cause along, inasmuch as the statutes permit as high as \$500 to be expended by a town for band concerts. And the money would not be carried away around Brant point, either.

SING, AUGUST 3, 1912

"Our Island Home."

We are in receipt of the thirty-third annual report of the State Board of Charity of Massachusetts, for the year ending November 30, 1911. In it we find the following reference to the condition of "Our Island Home," Nantucket's almshouse, which is considered one of the best-conducted institutions of its kind in the state. The report is from the inspection made August 15, 1911, and is as follows:

Warden, John R. Sylvia, salary \$300; matron, Mrs. Sylvia, salary \$300; served here five years and four months. One assistant, a woman, paid by town. One sitting-room, a smoking-room and an assembly-room. Thirty-five sleeping-rooms, with thirty-six beds. Two bath-rooms, with hot and cold water. Two water-closets; four privies. Heating by steam. Lighting by electricity.

Complete separation of sexes. Total number of inmates during year, eighteen; largest number at one time, seventeen; smallest number, fifteen. Number at time of visitation, sixteen, viz: ten men, five women and one girl. Three men do light chores, one helps with inside work; two women help with general housework.

Ages: one under 2; two between 21 and 30; one between 30 and 40; three between 50 and 60; two between 60 and 70; four between 70 and 80; three between 80 and 90. Fifteen inmates permanent; one temporary. Ten have relatives in town. Two men feeble-minded; two women cripples; two men blind. One able-bodied inmate, a woman, under sixty years of age. Two boarders, a man and a woman.

Eight acres of land; one acre ploughed and one acre tilled. Chief products, milk and vegetables.

Valuation of almshouse property, \$11,700. Total annual cost, \$3,415.10; net, \$3,084.70. Cost of improvements and repairs, \$475.

Dr. Benjamin Sharp, Mrs. Sharp and Miss Dorothy Sharp were entertained at luncheon on Saturday last, by Mr. Laughlin, on his handsome schooner yacht Ariadne.

Suit for Infringement.

A suit has been brought by H. S. Wyer against Jacob Abajian for infringement of copyright. The defendant, while aware that the picture was copyrighted, caused it to be engraved on a plate which he offered for sale.

The plaintiff appeared through his attorney, R. T. Fitz-Randolph, before the Federal Court, at Boston, requesting a subpoena be served on the defendant to show cause why an injunction should not be granted to restrain him from vending all the infringing copies of the copyrighted portraits.

He also requested that a writ of seizure be issued to impound the infringing articles. The court, upon hearing and seeing the evidence, granted a writ of seizure on Friday last, and on Saturday, United States Marshal Cameron arrived on the is-

and and seized over 1000 plates in the store of the defendant, pending the final decision of the court.

Abajian appeared in the United States circuit court at Boston on Monday and signed a stipulation not to sell any more of the "Why Worry?" plates which bear a reproduction of Mr. Wyer's copyrighted photograph of "Uncle Billy" Bowen.

(From the Boston Journal.)

Jacob Abajian of Nantucket, who has been made a defendant in a suit brought by Henry S. Wyer of that town, charging alleged infringement of a copyrighted photograph, entitled, "Why Worry?" is doing a lot of worrying at present.

In the United States District Court, where the suit has been started by Wyer, Abajian filed a stipulation with Clerk Charles K. Darling in which he states that he will not place on sale any more souvenir plates with the photograph "Why Worry?" on them.

Perhaps one reason why Jacob will not sell any more of the pictures is because he hasn't any more to sell, for Deputy United States Marshal Donald Cameron, armed with an order issued by Judge Dodge of the District Court, visited Abajian's stores and seized 1070 china plates with the picture "Why Worry?" on them.

The picture represents an old fisherman smoking a pipe complacently. Wyer got a copyright on the picture, which is numbered among the "best sellers," and he alleges that Abajian has taken the picture and had more than 1000 souvenir plates made.

Wyer has asked the court to compel the defendant to pay him \$1000 each for the plates and whatever damages the court decides.

Trial Justice Court

Wants Trees Removed.

What a howl of protest there is going to be! Someone wants to have five of Nantucket's stately elm trees on Main street cut down because they are infested by tussock moth caterpillars and are thereby a nuisance to his property. The moths are a nuisance, no doubt—a detestable, disgusting nuisance—but the very thought of cutting down any of those elm trees that were planted in 1851 (six years after the great fire of '46) will provoke a wave of indignation that will reach even to the confines of 'Sconset and Tuckernuck. A hearing on the matter is to be held August 13th, in front of the premises of Charles R. Pollard on Main street, where the five elms which are to be on trial for their life are situated. Truly, Mr. Pollard has a grievance—as have residents in other localities about town—but the way to remedy the difficulty is not to cut down the trees, but to exterminate the moths.

Tree Warden Macy does not approve of removing the trees, but having received a formal complaint, he will hold the hearing as required by law and it is to be hoped the public will be present at that time and voice its indignation in no uncertain terms. The moths and caterpillars should be exterminated, but the trees should be protected even more completely than they are at present.

Tree Planting on Nantucket.

Editor of The Inquirer and Mirror:

The correspondence of Frank Gillmore and John Craig, anent tree planting on Nantucket, recalls a conversation with the former two years ago, to which he refers in his letter wherein he earnestly advocated a trial of the experiment of relieving and beautifying the landscape with tree foliage, and outlined his plan of realization in a way which suggested he had given much thought to the project. He found in me an interested listener—sympathetic and sanguine in a measure, and if, as it happened, my enthusiasm did not size up to his, it was because my experience along the same line during my score of annual visits to the island had never brought me much encouragement. I have tried plantings of various kinds, including trees, and whether the failure was due to my short stay and the consequent lack of care at critical periods especially in the intervals of long drouths or to other agencies which I will presently mention, the result has been failure total or partial.

To the most careless observer of tree life on the island this outlook will be patent and obtrusive—except in sheltered corners all trees, whether oak or pine, are dwarfed. There is abnormal development of root, especially with the stunted oak, but abnormal under development of stem or trunk. In grubbing some acres a few years ago we found the diminutive, under-sized trees were supplied with roots expansive and vigorous enough to carry and nourish stems five and six times their actual height. This suggested to my unprofessional mind that in the open the palpable hindrance to normal tree culture on our side of the island is the fierce winds that blow from every corner according to the season. The exposed shrub either leans to the longest, loudest blast or remains close to the protecting bosom of mother earth, which the sheltered root goes on growing its own normal way out of excessive disproportion to the usual root functions of nourishment and support.

A sharper observer may have come across exceptions to above statement, but I surmise on the average, and quite generally my survey will be accepted tentatively and as if feeling my way, I am wondering whether our soil is suited for any large variety of tree culture. The prevailing soil is sand underlying the varying depths of humus and as the native habitat of the pine is just that quality the pine is the commonest as it is the sturdiest of all our growths. But the pine is not a deep rooting tree. It sprawls over the surface only a little way down and orchid-like may it not live more on air than humus? There is just a question whether the deep and tap-rooting trees seeking nurture from the underlying substratum of sand might not be underfed, yielding a stunted product like the breed of cows I have in mind, native to a certain county of Ireland where forage is scant.

The climatologist and antiquarian may remind me of disinterred big grown trunks of trees found in low-lying districts and what the island did once it may do again. Yes, under the same conditions, and who will affirm conditions are identical? Further, as matter of fact, in the town

and at 'Sconset we have some full grown, luxurious trees which may make tree cultivation possible when the factors of soil and shelter are looked after.

Shelter is the indispensable thing—not merely in the nursery nor onesided, but wholly encompassing and for some years after transplanting. Unless this generous shelter is provided the project is doomed. Trial on a limited scale might be made with catalpa or sycamore, rapid-growing, beautiful trees of abundant shade. The chief expense would be for the shelter and I imagine it would be easy to get lease or gift of a modicum of and for experimentation.

In a couple of days I hope to be at 'Sconset, when we will hold our 'Sconset Association meeting, and the entire theme may be threshed out there and then. Presuming to speak for the visitors and perhaps for residents, there is no one who does not fervently endorse Frank Gillmore's ideal 'Sconset of shady streets and overarching boughs where lengthening vistas terminate in blue sky or green sea or greener moorlands, and if I am over-cautious or under-sanguine by my anticipatory obstacles it is not that I want to discourage. Rather do I wish to assure success by checking the snags that fell in my day and made discomfiture for me, and thus save this honest, well-meant plan for local comeliness and beauty from similar failure.

John Walsh.

St. Peters Rectory, Troy, N. Y.

Aug. 1, 1912.

Seen and Heard

Band concert next Wednesday evening.

The August rush started with the largest passenger list of the season on Thursday, both steamers bringing large crowds.

"Let your light so shine before men" that you may not violate the law and be haled into court for driving your carriage without a light.

No more base ball games on Sunday. The selectmen have decided that the law is quite clear regarding sports on the Sabbath Day and anyone who violates the provisions of the statutes, either in playing base ball, or—ah-h-h!—tennis or golf, is liable to arrest.

Music hath its charms, but when two hurdy-gurdies start playing different tunes at the same time right on Main street it is time some one called for help. If you were there Tuesday evening you probably passed through the ordeal with fear and trembling.

Everybody is doing it now—eating Todd's famous Nantucket salt water taffy.

Seen on the square at 10 o'clock Tuesday morning: Sixteen public carriages waiting for business. Looks like an off-year for driving. One hotel proprietor informed us that, although his business was far ahead of other years, he had received but three calls this season from guests desiring to hire carriages for driving. The people seem to be here, but they are not moving around much.

We make the largest variety of strictly pure home-made kandies of any dealer in town. Try them—at Todd's.

One of our young men had a talk with Ichiro Shibuta, the other day and got a few points regarding jui juitsi. Armed with the knowledge thus obtained, that afternoon he engaged in a wrestling match with a vicious bird called a hen and came off badly scarred across the face. Since the fray he has a very small opinion of jui juitsi and a still smaller opinion of hens in general. The weather continues fine, nevertheless.

At Wauwinet last Sunday a little fellow stepped up to the band and inquired for the treasurer. On being told which was that person, he trudged up and said: "I'd like to help the band. Will you take my contribution?" He thereupon handed a nickel to the treasurer and departed with a well-satisfied air. That nickel doubtless looked as large and meant as much to the little fellow as a five-dollar-bill does to an adult.

Free demonstration of Mapleine this Saturday, at Central Market—R. E. Burgess and Sons. Mapleine ice cream and dainties served free, entire day and evening.

Drivers of carriages, and bicycle riders as well, should make sure their vehicles are properly lighted when on the public highways between one hour after sunset and one hour before sunrise. Chief Burgess is courteous enough to give offending parties at least one warning before haling them into court for the misdemeanor. As it is a state law, which the highway commission desires rigidly enforced in all towns and cities, every reasonable effort should be made to live up to it.

Get your prizes at Ye Handicraft. 6t

After filling his push-cart with rubbish from Main street, yesterday morning, Tom McCann, the town's protegee, stood on Jernegan's corner and regaled an interested gathering of male citizens with some selections on the mouth-harp. Tom played "Pull for the Shore" and "Home Sweet Home" so that you could really catch the tunes, and we doubt very much if anyone listening could have done as well. It shows that even in the non compos there is a small streak of talent sometimes.

The New Bedford Children's Aid Society has issued a warning to the public not to contribute money to colored women claiming to represent the New Bedford Orphans' Home. The society has not authorized such collections and persons who have given to such colored women have given to frauds. Anybody whereabouts contributed? Sure thing! Nantucketers seem to be easy marks this season, for this is the third successful venture of this kind that has been sprung here within a few weeks.

That game of base ball on the Sea Cliff grounds last Saturday afternoon was a snappy, interesting event, replete with entertaining features, among the leading being the work of the little Japanese, Ichiro Shibuta, who played centre field, caught a pretty fly, knocked several "hot" ones from the bat, ran bases like a deer, and played the game for all he was worth. The little Jap, who is a student at Columbia university, gracefully received the plaudits of the crowd for his good work.

A large safe which was brought to the island last week for the 'Sconset branch of the Pacific National Bank, was loaded onto a truck and a start made for the village, but before it had travelled a great distance it was discovered that the heavy timber supporting the rear axle was rotten, and the trip was abandoned until repairs could be made. In the meantime the ruck with its heavy burden, was backed up on Oak street, and, strange to say, no one thought of stealing the safe, although it remained out in the open several nights.

A young couple got off the train at Woods Hole Thursday morning and instead of getting aboard steamer Sankaty at once, they meandered about without giving a thought to the departure of the boat for Nantucket. When they realized that she was about to leave the dock they hustled down, but she was already swinging around and they could not get aboard. Tossing his grip in through the gangway, the young man declared that they "must" be taken aboard and waxed indignant, but the steamer saucily continued to churn the water and was soon on her way for Nantucket.

Water Front

Schooner yacht Genessee came into port Thursday.

Holmes & Pease have rushed work on the pier in front of the Athletic Club-house.

John H. Dunham has started in business as a ferryman between town and Monomoy, using a row-boat as conveyance.

Steamer Sankaty was an hour late in reaching Nantucket on Sunday last and consequently did not leave here on the return trip until 2 o'clock.

Edward Coffin Barrett took an involuntary bath from Swain's wharf the other day. He grabbed hold of the "taut end of a loose rope," gave a strong pull on the line, and executed a double somersault backwards.

It is stated that Dr. Humphrey intends remaining at Nantucket on his steam yacht Watauga during the month of August. The Doctor has made many friends and acquaintances here during his several seasons' visits and he is interested in the island and its people.

A row-boat race is scheduled for next Thursday between Old North wharf and Coatee point, between two men skilled at the oars, whose prowess is often under discussion. One of them is an ex-life-saver who has been adorned with a medal and the other, while not a life-saver, is quite fond of the water.

Capt. Charles H. Fishback, acting in the official capacity of Inspector of quahaugs, on Tuesday posted large cards bearing the new regulations in force in prominent places about the wharves. The Captain is going to keep a careful and critical eye on matters connected with the quahaug fishery.

Steamer Gay Head ran too close to the dolphin, in approaching her dock in Tuesday evening's fog, and owing to the position of the boat, Captain Furbur found it necessary to make a

sweep of the harbor, circumscribing a complete circle in order to head up to the wharf at the proper angle for making a successful docking.

State police steamer Lexington came into Nantucket harbor again on Sunday last, and although several owners of power boats were feeling a bit uneasy while the steamer was here, no one was haled into court this time on the charge of running their motors without a device which would reasonably muffle the noise of the explosions.

Fishing steamer Petrel met with an accident to her engine Sunday morning, while out on a fishing trip, and was towed into port by her sister steamer, the Waquoit, which happened to come within hailing distance. The accident placed the Petrel out of commission several days, it being necessary to secure a new part from the continent.

Old North wharf is a lively place nowadays and it presents an interesting and pretty picture, with row-boats, sail-boats, launches and other craft fitting back and forth all day long. The placing of the public landing stage there has brought additional life and the Old North wharf has really become the busiest place in Nantucket during the mornings and afternoons.

Mufflers and muffler cut-outs are now occupying the minds of automobile and power-boat owners. New York has found it necessary to cut out the cut-outs by official action. But along the Massachusetts and Maine shores many of the owners of small boats seem to be trying to find out how near they can come to violating the law and yet escape the penalty.—Boston Transcript.

Here and There

August! How the season is slipping by!

Base ball game this Saturday afternoon on the Sea Cliff grounds.

Best Tea at Nantucket Tea Co.

The comptroller of county accounts was in town Monday.

The West Chester street sewer is being extended to the residence of George H. Hamblin, Jr.

A heavy rainstorm, with thunder and lightning, was what the weather man handed out between July 31st and daylight August 1st.

The "ladder man" is here for his annual visit. Just as dependable as the sun and as regular in his habits as grandfather's clock.

Miss Clarissa Hendrickson, the blind soprano, is to give two recitals in the Atheneum hall next week, on Wednesday and Thursday evenings. See advertisement.

Old fashioned cocoanut chocolate creams—the kind you like so well—at Todd's.

The employees of the Point Breeze hotel enjoyed their annual evening sail, Thursday, on catboat Lillian, through the courtesy of the proprietor of the hotel, Bracey Curtis.

The members of the life-saving crews went on duty Thursday morning, after a two months' furlough. There is but little change in the roster of either of the local crews.

Aug. 10, 1912.

The Old Great Gate.

Beloved Nantucket! She sits queen of the sea, beckoning all her sons and daughters to come and rest—rest from the dust, the toil and the automobiles of cities—and renew the old associations of childhood. These come to me with renewed force as I wonder in thought among the dear old lanes, for “we leave our home in youth and go, we know not where, and coming back in a few short years see the old home, the old elms, the old flat stone at the gate, and hear the latchet’s self-same click—but lift that latchet and all is changed as doom.”

But if all is changed as doom, there is a voice of the ones gone lingering at the doorway. The voice that sent me to Solomon Folger’s at the end of Plumb lane for milk, where I saw the simple life—no frills about the tea table—no entres.

Again to Miss Stebbins, on Fair street, perhaps to change a slick nippence, for one with real pillars. Again to Davenport’s cellar for “emptins” and to Samuel Meader’s to have a hat bleached, and to Betsy Hiller’s to have it trimmed with real lute string ribbon.

I remember, also, one call on the Newbegins. When we told them there was a bazaar in town, Mary exclaimed, “Is it coming out here?” G. S. Jr. ventured a low “yes, marm!”—and being much frightened, she called to Phebe, “Go and call the hens into the kitchen and hasp the door, and put Betty (le poulet) into the bureau drawer!” Then I recall Anne Newbegin going around Judy Riel’s post, back and forth, until she got pointed north.

As I come to the old great gate at ‘Sconset I see again the old people—Betsy Cary with her turban; Sally Mowry, who sold “emptins”; Anne Marcy Gibbs, who wanted to “retaliate kindnesses”; the horse and chaise at Mrs. Elkin’s door; Franklin Folger with his genealogical stories; old “Uncle Nat” by the pump; Reuben Ramsdell, whose roof blew off one night and being deaf he never knew it until he awoke and beheld the stars.

The old great gate saved my mother from a perilous ride. She got into the chaise in town, but before she could secure the lines the fleet little pony started on the way. He seemed to know that she wished to go to ‘Sconset, so over hill and dale he sped, through deep sand, just as fast as the wind, while she (being light) was bounding up and down like a shell. On and on he sped, faster and faster, until he reached the old great gate. I will preserve it for that, if nothing more, and hope the Coffins now living in Seattle may some day wish to see their great-grandfather Brown’s old great gate. ‘Sconset will ever be to me a blest abode, for I love the sea-beat shore, and when I get deaf and eighty-four I shall have become so accustomed to the ocean and its roar, I will hire that ‘Sconset housekeeper’s best friend, Henry Holmes, to pound on the door.

H. M. B.

Train Has Wharf Connections.

Yesterday (Friday) morning, just previous to the departure of the boat, the train was run down on the wharf, over the new line of track, for the first time. In order to permit its passage the end of the wharf shed had been cut off several feet and an electric light pole was moved back some distance, allowing the cars to be backed down along the north side of the basin to the platform at the rear of the freight-house.

The improvement is in the line of better service for both passenger and freight transportation. People bound for ‘Sconset will no longer be obliged to trudge through the sand and mud from the steamboat landing to the railroad depot five or six hundred feet up the wharf. They will be able to step into the passage coach without leaving the plank-walk and without exposure to the elements. Freight and baggage will be loaded direct from the wharf, doing away with the service of a team in transporting it to and fro, as in years past.

There and There

The Inquirer and Mirror is not issued until Saturday morning this week.

The Point Breeze base ball team defeated the Springfield team Thursday afternoon by a score of 14 to 4.

Get your prizes at Ye Handicraft. 6t Tax Collector Gardner will be at his office in the town building on Monday, and tax bills will be sent out in a few days.

Another ball game between the ‘Sconset and Sea Cliff teams will be held on the Sea Cliff field, Saturday, at 3 o’clock.

This seems to be a week of runaways, but it is certain no blame can be attached to the auto-chemical in any instance.

The town clerk has copies of the “Acts and Resolves” of the Massachusetts legislature of 1912, which he would like to dispose of.

Fresh Kodak films twice a week. Gardiner’s Art Shop.

The Maria Mitchell observatory has enjoyed a recent visit from Director E. C. Pickering and Miss Cannon, of the Harvard observatory.

Edward G. Chase has our thanks for copies of Chicago papers containing accounts of the convention of the new Progressive party at Chicago.

Thomas C. Thacher, of Yarmouth, announces himself a candidate for the Democratic nomination as congressman from the new sixteenth district.

W. C. T. U. in Willard Hall, Wednesday evening, at 7.30.

The ladies of St. Mary’s church will hold their annual sale in Athenaeum hall, on Tuesday and Wednesday next. See advertisement for particulars.

A party from Edgartown has written the management of the Nantucket horse show regarding the entrance of a number of blue-ribbon horses at the coming event.

The Rev. Lockett, of Philadelphia, will speak at the open-air service on the lawn of the Summer street Baptist church, Sunday, at 6.30 p. m. All are cordially invited.

Aug. 17, 1912.

Seen and Heard

A TRUE NANTUCKET INCIDENT.

A man and wife sat on the shore; “I think I’ll bathe,” said he. Wife begged, “Oh, wait an hour more—Or sick you’ll surely be.”

You know you stuffed yourself this noon—You ate enough for three; “T’would never do to bathe so soon—Stay here a while with me.”

A stranger lady standing near, Who heard the mild rebuff, Said, “Pardon; is there one place here Where anyone can stuff?”

The couple smiled; the wife replied “You’re boarding? You poor thing—That dreadful fate we’ve been denied; You see—we’re visiting.”

L. C. B.

Making plans for your annual vacation trip on the continent?

The Sea Cliff hotel this week has the largest number of guests in its history.

A meeting of the members of the Nantucket Athletic Club has been called for August 23d, to consider the question of changing the name to Nantucket Club, omitting the word “Athletic.”

Spooning couples along Sankaty bluff will not relish the increase in the candle power of the light to six times its former intensity. With a flash of 220,000 candle-power, Sankaty will shed a new light on things.

A Methodist clergyman in Chicago is distressed by the indifference which he finds in the churches, and the other day startled his congregation by saying: “Oh, God, send us another Bob Ingersoll to arouse the people.”

William H. Wyer, proprietor of the Sherburne riding stable, posed as “Uncle Josh,” Monday afternoon, when he took a number of his Morristown pupils on a straw ride to the south shore. The little ones had a merry time.

Eugene Bartlett, a lawyer, of Buffalo, is suing Doctor Grouard of Nantucket for \$25,000, alleging the loss of a big toe. Now will the class in arithmetic figure out what all of Eugene is worth at this rate?—Portland Free Press.

Lotus Male Quartet. Athenaeum Hall. Tuesday evening, August 27th. Come!

People are complaining about the congested condition of the sidewalks in front of a number of the stores on Centre street which are in the habit of holding nightly auctions and thereby draw crowds in front of their marts.

The band had everybody’s feet jingling Wednesday evening with those patriotic airs, and the Grand Army men seemed to be right in their element. Altogether they collected \$18.97 by “passing the hat” among the crowd gathered on the street, which was handed to the treasurer of the band.

There were indications that someone attempted to set fire to Red Men’s hall on South Water street, Monday evening, for burnt matches and charred paper were discovered on the outside of the building and one or two of the shingles were scorched. To attempt to set fire to a building is a serious crime and it will go hard with the perpetrators of the deed if they can be brought to justice.

Whether a fish can have hydrophobia is the question that Fred Henry of Brooklyn would like to have settled, and for that reason he has sent to the Pasteur Institute in Brooklyn the head of a pickerel that bit him at Swartswood Lake the other day. The pickerel, which weighed three pounds, fastened to one of Henry's big toes, which started to swell, and Henry fears he will go mad. He ought to sue the pickerel for \$25,000 damages. That seems to be the prevailing price placed on big toes.

Three of the young ladies of Wauwinet, who are contemplating "keeping house" together in town the coming winter, are already selecting (in their minds) their male friends from whom they expect to receive donations to the household larder. They are hoping that the one who a short time ago contributed a nice fat duck with a pink ribbon around its neck, will repeat the performance at the earliest possible moment after they have become installed in their new home.

Complaints have been filed with the Chief of Police that parties are in the habit of bathing in the nude down at "the creeks," and he intends to put a stop to the practice. Men clad in the altogether have made themselves obnoxious within sight of ladies, but the most revolting part of the allegations brought to the attention of the Chief is that a young woman has been doing similar stunts. Chief Burgess will insist that the practice be stopped at once and issues a fair warning to the parties concerned.

The little Nantucket railroad played another joke on "the court" Tuesday morning. It was only a few weeks since His Honor caught the train in dishabille, completing his toilet and eating his breakfast enroute to town. Tuesday morning he stayed behind a few minutes longer than usual, playing with the kitten, and when he dashed across the bridge it was to see the train chugging away from the station. His frantic signals finally caught the eye of Conductor Sandsbury, who was on the rear platform, and of course the conductor took advantage of the opportunity. Signalling to the engineer, he had the train slow down and then watched "the court" puff along behind in a valiant effort to make connections. It was a good sprint on the part of His Honor, but it was a cruel joke in the hot sun, and beads of perspiration dotted the judicial brow as he finally made good and scrambled aboard the after gangway.

FOR SALE—A second-hand Gas Range in good condition. Apply at Central Market, Main street. a17

FOR SALE—House of nine rooms, (partly modern) furnished or unfurnished; city water; sewerage connections; 9750 square feet of land; suitable for boarding or lodging house; situated next north of Dr. Grouard's on Cliff Road. House can be seen at any time. For full particulars address No 3 Cliff Road.

FOR SALE—The Mansfield land, with fine stable in good repair, situated on Lyons street. Apply to Anthony W. Ayers, Agent. aul7 tf

FOR SALE—Victrola in perfect running order, together with seventy-five selected records. Apply to Anthony W. Ayers. aul7 tf

FOR SALE—At Beachside, a commodious dwelling; seven bedrooms and sleeping-out porch, two baths, separate laundry with set tubs; is attractively furnished; fine lawn, with bulk-head, pier, etc. For further particulars apply to Anthony W. Ayers, Agent. aul7 tf

FOR SALE—Broilers and Fowl. Inquire of Joseph Cahoon, Polpis. aul7 2t *

POWER BOAT—For sale, an Amesbury Dory, 14 1-2 feet long, with 2 1-2 h. p. Sagamore engine; split sail, nearly new. May be seen at Killen's wharf. Further information from Capt. John P. Conway. ag10 tf

ANTIQUES FOR SALE—30 years' of collecting Colonial furniture. Examples in Chippendale, Sheraton and Helplewhite chairs. Elegant Sideboards, China, Blue Plates, etc. E. M. Reed, Wellesley Hills. Trains from South Station, Boston. House in sight of Depot. ag10 5t

FOR SALE—Nonantum Cottage, on Broadway, Siasconset; 12 rooms, open fireplace, good ocean view. Apply on premises during August, or address Dean A. Walker. au3 5t

FOR SALE—An old fashioned swelled front Bureau—Mahogany finish—in good shape, for \$35.00. Call at Mrs. E. Ames, South Water street. au3 tf

FOR SALE—Furnished cottage on Sankaty Bluff. Address Mrs. K. Neftel, 256 West 108th St., New York. a3 4t *

FOR SALE or TO LET—At 60 Pleasant street, 6-room house. Bath room, hot and cold water, set tubs; about 3 acres land. Address S, this office. je29 4t* tf

FOR SALE—Three lots at Siasconset, Nantucket, Mass. Apply to W. W. Low, 47 Fort Green Place, Brooklyn, N. Y. je8 3m

FOR SALE—500 wagons and harnesses; all kinds, all prices. Write for catalogue to John T. Sharkey, 63 Bay street, Taunton, Mass. ap6 tf

FOR SALE—The John D. Gardner property on Easton street, formerly Dr. Harold Williams

When the Limited Sets Sail at Twilight.

It is always interesting to watch the departure of the train from Nantucket for 'Sconset village nine miles away, but it is especially interesting at twilight, just after the steamer has docked for the night. It should here be said that the train runs strictly according to schedule. It matters not if the boat is in before 7.00 o'clock, the "limited" will not start away before 7.15. So with three-quarters of an hour leeway the other night, the train hands were taking it easy and there was not an ill-natured person anywhere around. Conductor Sandsbury, fresh from his evening meal, was in his customary good humor and even the boney white horse which carted the trunks over from the wharf was feeling frisky. On the platform near the baggage car reposed a galvanized pail, with a bunch of wet seaweed hanging over the side. The onlookers had for some minutes been pondering over its contents. Finally one of them blurted out:

"What you lugging seaweed out to 'Sconset for, Billy?"

"That's what I am going to have for my other supper tonight," was the reply. And delving his hand into the seaweed Billy brought forth a fat, lively crab. "Ouch! Blankety-blank-blank! * ! ! * ? ? * ! ! Giminy crickets! He got me that time!"

"What's the matter? Crab bite you?"

"Bite me" Well, I guess he did. Didn't you see me slat him off? Took a junk of the hide right off and drew the juice. Guess I'll let him alone till I get out to the other end, and then I'll pay him back. Wouldn't have bitten me, anyway, if I hadn't been looking at that fairy."

The crab was jammed into the pail of seaweed again, and the conductor grabbed his lantern and began calling off the numbers of the trunks which the lanky horse had pulled over to the platform. The "fairy" was out of sight by this time, but the conductor was handicapped by the bitten finger, although his good nature was not marred.

"5207, trunk. Got that, Miss Walker? 5208, suit case. Got that? 5210, another trunk. Got that? Say, mister, did you see your other trunk aboard the boat? No! Well, it'll come tomorrow, all right. Any shorts today, Charlie? What's the matter with that lamp in the baggage car, Oldrich? Can't light it! Let me have it. Never saw the lamp yet that I couldn't light." And the conductor pulled up the wick, rubbed off the charred portion and handed it back. "She'll burn now. Things have got to be in shape on this train."

By that time the express team had backed up. "Here's a barrel of meat. Hear it rattle. Lots of the meat comes in barrels and it usually rattles when it comes that way. Here's two cases of fresh 'Sconset eggs just arrived. Fresh eggs for breakfast tomorrow—laid somewhere over on the Cape. Hullo! Ma's ordered a new bunnet. And here's a barrel of fresh fish. Nearest it ever came to Nantucket waters was when it crossed the sound this afternoon. Guess somebody's going to have a new bathing suit. Nope! Nothing C. O. D. tonight. Everybody pays their bills over in 'Sconset."

"Package there for the news stand?" came forth from the office.

"Yes, here's one. Didn't come by express, though. Say, isn't that fairy heavily veiled? Yes, better charge fifteen cents for that package. Really ought to make it a quarter, though, for the company needs the money. That all you got tonight, Tar? Ah! Here's something marked perishable. More of that cheap rum, I suppose—always send it marked perishable. All aboard! Yes'm, in about ten minutes we'll be sailing across the moors. My, but that crab bit hard! Stings like the dickens! Wonder if they are going to pass those around? All aboard, girls! Train's going to start now! All aboard!! Say, Harold, don't chuck in any coal till after we get over the Goosepond. The folks down on Poverty point have got their washing on the line. All abo-o-a-ard! Now we're off!"

And with a wave of his lantern to the engineer, the entertaining and versatile conductor swung aboard the slowly moving train. The last heard from him was: "Haul your legs in there, Oldrich, or you'll get 'em taken off when we go through the tunnel!" The little train soon chugged out of sight, but the bystanders stayed to watch another maneuver.

The same lean, lanky horse was unhitched from his wagon and driven

up onto the track at the siding, where stood an empty flat car. A rope was attached to the whistle-tree and the other end to the car, and after a few preliminaries the outfit started along the track at a snail's pace—bound south a short distance, to be loaded with coal and lumber during the night, so that it might be ready for the train when it makes its first trip out in the morning. The book-keeper closed up her books for the night, turned out the electric light, and the superintendent turned the key in the door and "all hands" went home. It was interesting to watch, and they say it is just as interesting every night—that is, minus the crab incident.

Lights to be Increased.

On October 1st, the intensity of Sankaty and Great Point lights is to be increased by changing the illuminant from oil to incandescent oil vapor, which will raise the illuminating power of the lamps in the lighthouses as follows:

Sankaty Head—Power of the fixed light from 4,000 to 27,000, and that of the flash from 38,000 to 220,000 candle-power.

Great Point—Power of the fixed light from 2,750 to 18,000 candle-power.

The use of incandescent oil vapor is being gradually extended throughout all of the lighthouse districts of the United States. The plant at each station consists of one high-pressure air tank, with reducing valve attached, and gauge; one oil-and-air tank, with connections to the lamp; tubing through which the oil is forced from the tank to the burner; a spirit lamp for the initial heating of the oil to the vapor point, after which it is heated by the flame; the mantle and burner, and the implements required to clean, adjust and repair the different parts. The lamp includes vaporizer, Bunsen burner and the mantle. Each station is furnished with two of these lamps. While increasing the illuminating power of the light many times, the oil vapor system does not consume as much kerosene as the old method.

Aug. 24, 1912

Water Front.

Schooner Fred Tyler has discharged coal at Straight wharf this week.

Steamer Petrel captured 169 blue-fish off the south side Wednesday afternoon.

Schooner William P. Boggs arrived Wednesday afternoon with grain and gasoline for W. T. Swain & Co.

A catamaran, with a carrying capacity of twenty-eight persons, has been added to the equipment of steamer Gay Head.

Schooner yacht Ariadne returned to Nantucket, Saturday, having been with the fleet of the New York Yacht Club on its annual cruise.

The schooner Hannah F. Carleton, of Bangor, which sunk last December, near Handkerchief shoal, has been raised, and was towed into Vineyard Haven last week, with the cargo of coal on board.

Captain Manter was greeted with the glad hand when he stepped onto the Nantucket wharf, Thursday noon, it being the first time "Owen" has been on his native isle since May. Friends galore came forward to grasp his hand and pass him a pleasant word and the genial Captain really had a little informal reception for a time.

Captain Arthur Westgate Jones has been abroad this week on a business trip and during his absence Mate Maurice Norcross guided the helm of the Lillian on her daily trips up the harbor to Wauwinet. He is said to have made some very graceful landings at the Wauwinet pier, much to the satisfaction of his ardent admirers among the weaker sex. A brand new panama hat is said to be one of the probabilities.

Steamer Marthas Vineyard, owned by the New Bedford, Marthas Vineyard & Nantucket Steamboat company, which has been chartered for the season to run between Boston and Nahant, has experienced all sorts of mishaps since she entered Boston harbor. Her latest exploit is the loss of one of her paddle-wheels on Thursday. The Vineyard was headed for Nahant with a load of passengers, when suddenly the port paddle-wheel dropped off and sank beneath the water, completely disabling the boat. She was taken in tow by a tug and brought back to port.

Band concert Wednesday evening.

Here and There

Band concert Wednesday evening.

Well! The fair is over! Did you get your money's worth?

The annual "agricultural bali" was held in the Athletic Club hall last (Friday) evening.

Omitted from report of hall exhibit, Agricultural Fair—R. B. King, wall holder, special, 50 cents.

A few copies of George Spink's song hit, "Come On, Get Busy and Clap Your Hands" at this office. Ten cents per copy.

Earl, the little son of Mr. and Mrs. Charles Blount, while playing in Union street Thursday afternoon, was run over by a passing team and slightly injured.

The game scheduled for Tuesday afternoon between the Falmouth and Sea Cliff teams was called off on account of the inclement weather. We trust another date can be arranged between the two nines before the season is over.

'Tis said that catboat Rena is to be re-named the SubmaRena, so often has she been under water since joining the Wauwinet fleet. The fact should be borne in mind that she was formerly a devout Baptist and probably finds it hard to break off her old habits.

The Nantucket boys went over to Sconset last Saturday afternoon and crossed bats with the villagers, losing the game through a series of errors in the seventh inning, by a score of 5 to 3. Even at that, it was a far better exhibition than was given in town with a 16 to 6 score.

Best Coffee at Nantucket Tea Co.

It is reported that Howard Pineo, formerly of Nantucket, is to be the new man for the auto-chemical. Pineo has had considerable experience operating automobiles around Boston. It is high time the firewards did something and brought about that long-promised every-minute-in-the-day-or-night-a-man-on-duty feature.

Over in Edgartown they are getting after the store keepers who have been selling cigarettes to minors. William J. Mendez pleaded guilty to the offense and was fined ten dollars. Selling cigarettes to minors is a common thing in Nantucket, also, judging from the number of boys seen smoking the vile things every day.

Don't miss it—Dreamland Theatre—the \$50,000 production of "The Coming of Columbus," Wednesday and Thursday evenings, August 28 and 29. 3,500 feet of film.

Russell Dailey, a young man just arrived in Philadelphia, weighs only 12 ounces and is 6½ inches in height. He is now in the infant incubator and is thriving. An ordinary napkin ring was easily slipped over his head by one of the physicians, who have declared him to be perfectly healthy. His mother is 16 years old and is 5 feet 2 inches in height.

No substitution here. Eastman kodaks and films. Developing and printing on Velox in 24 hours. Gardiner's Art Shop, Postoffice Corner.

There is trouble over in Brockton, where it is alleged a leading bakery has been following the practice of kneading its bread in a large trough, two or three men jumping into the dough with their bare feet and mixing it. The proprietors of the bakery claim the men always wash their feet before they start work, but an investigation is in progress, nevertheless.

Nantucket may be a strong Republican town, but we'll venture to say that this year she will go for either Roosevelt or Wilson. The strength of the Roosevelt vote was surprising at the last primaries, and it may be surprising again, while it is conceded that Wilson will get a rousing big vote right here in Nantucket. There is mighty little Taft enthusiasm hereabouts.

Inspection of Nantucket Dairies.

The agent of the state board of health visited Nantucket last month and made another inspection of the dairies, reported the following as worthy of commendation:

Class A.

Cabot, W. Channing †
Crosby, Mary E. †
Gardner, Wallace †
Gordon, Harry †
Grouard, J. S., M. D. †

Class B.

Appleton, William D. †
Bartlett, John H. †
Chadwick, Albert S. †
Chadwick, Frank P. †
Coffin, Albert R. †
Dawson, Walter*
Holm, Frank E.
Hussey, Oliver C. †
Lewis, S. L., Jr. †
Lowell, Andrew C. †
Mowry, E. C. †
Roberts, John 2d †
Starbuck, Charles F.*
Stevens, William B. †

* Second inspection
† Third inspection.
|| Reported favorably on all previous inspections

Out of the twenty-eight places visited by the inspector, nineteen received the O. K. of the board. Twenty-three of the dairies were examined three times, and on the final inspection sixteen, or 69.57 per cent., were found to present no objectionable features. Two were examined twice, and both were found in good condition on the second inspection. Only three were examined but once, and of these only one passed the test applied by the inspectors of the state board. To the owners of all the dairies which have not been brought up to the standard required, the board has sent letters, calling their attention to their deficiencies, and setting forth the changes which must be made if they are to continue to furnish milk for sale in this state.

A list of the places which the agent decided were not meeting the requirements of the state board as to cleanliness has also been forwarded to the local board of health.

\$20 Reward

For information that will lead to the detection and conviction of the party or parties who entered the cottage situated on the knoll near the milestone and stole dishes from the closet.

It THOMAS LEWIS.

Aug. 31. 1912

Water Front

A halibut weighing 700 pounds was recently brought to an English fish market.

U. S. Steamer Phalarope, employed by the Fish Commission, was in port Saturday afternoon.

A cablegram from Commander Charles N. Atwater, U. S. N., announced the departure of the training ship Ranger from Lisbon, Monday, for Funchal, Madeira.

A dense fog surrounded the island Monday, but Captain Furber had little difficulty in entering the harbor with steamer Gay Head, that evening, reaching here upon schedule time.

Capt. Parker J. Hall, of Nantucket, is this season using his little schooner as a party boat at Duxbury. He has not yet been able to secure a craft to take the place of the Angler, which was his home for so many years.

Steamer Sankaty resumed her place on the local route Saturday, coming over to New Bedford from East Providence, Friday afternoon. The new propeller which has been placed on the boat has more "pitch" than the one which was broken.

Schooner E. C. Gates has discharged coal at the Straight wharf this week. The Gates is what mariners call "an old hooker," which is badly "hogged" and a rough-looking craft in general. She was built in 1867—forty-five years ago.

The government boat Monitor was chartered Sunday by the Boston and Nahant Steamboat Company to take the place of the disabled Martha's Vineyard, which lost a paddlewheel Thursday afternoon week in the north channel. The regular run of the Monitor is from Boston to Deer Island, and she was pressed into service for a private concern for the first time.

A young man and woman who hired catboat Pansy of Capt. John P. Conway last Saturday, had a real novel experience. They seemed to find pleasure in sailing across the eastern jetty, a portion of which is below water at certain stages of the tide, but they tried the feat once too many and struck the rocks solid, starting the seams in the little boat, which soon filled. Their predicament was seen by Captain James S. Andrews, of the Wonoma, who went to the scene and took the couple off the rocks. The Pansy was floated during the night and went ashore on Coatee. The following day she was towed into the dock, comparatively little damaged, considering the way she had been used. Captain Conway will make repairs to the boat during the winter months and will have her in commission again next spring.

SAND MAN'S LAND

Nantucket Isle is bare and low
And swept by all the winds that blow,
And round it runs a shining strand
Of smooth and soft and yellow sand.
And somewhere, near the golden beach,
Among the lilies on the moor,
Lurking at hand in easy reach
The Sand Man dwells, I'm very sure.

Through all the sparkling summer day
Along the beach the children play.
No other playground 'neath the sun
Can rival this for summer fun.
There's sand to dig and sand to pile,
And shells to find, and boats—oh, dear!
There's wading, too; and all the while
The sly old Sand Man watches near.

And when the sun and wind all day
Have helped the seaside children play,
The Sand Man slips from where he hides
And around Nantucket Isle he rides.
Above the lighthouse and the mill,
Above the harbor and the boats,
Along the shore and up the hill
At close of day the Sand Man floats.

And oh! the sand that he can throw!
He has so much of it, you know.
And oh! the little sleepy eyes
That never wait till daylight dies,
But close in slumber sweet and deep
An hour before the curfew bells—
You cannot wonder at their sleep,
For here is where the Sand Man dwells.

L. H. P.

Governor Foss Visits Nantucket.

His Excellency Eugene Noble Foss, Governor of Massachusetts, visited Nantucket yesterday, coming down on steamer Sankaty at noon and returning in the afternoon for a visit at Oak Bluffs. The Governor was accompanied by members of his suite and by the Board of Harbor and Land Commissioners. Thomas C. Thatcher of Yarmouth, Democratic candidate for congressman from this district, was also a member of the party.

The Governor was met at the wharf by Representative Sharp, Ex-Representative Coleman, and by Selectmen Riddell, Killen, Perry and Chase, and others, while several hundred citizens crowded outside the gates to catch a glimpse of the Governor as he drove up town. The steamer docked at 12 40 o'clock, which gave the party ample time for a little sight-seeing trip, and four carriages were brought into requisition.

Upon his return to the wharf, just before boarding the boat, Governor Foss expressed himself as very agreeably surprised at Nantucket. "When I was here twenty-five years ago," said he, "the town looked far different than it does now. As we drove about town I could not help remarking at what a beautiful place you have away out here in the ocean. The town looks prosperous and it is very attractive. I enjoyed my half hour's drive very much and really wish we could stay longer. In fact, I do not think our party would have been disappointed had we missed the boat, but the folks over on the Vineyard would have been."

As the steamer pulled out from the dock at 1.25 o'clock, the Governor stood on the after deck waving his hat and acknowledging the demonstration of the crowd on the wharf.

This visit was unexpected, for nothing was known of it until late in the forenoon. It appears that the party was intending to come to Nantucket on the state steamer Lexington, but plans failed to work out that way. The Governor, however, was bound to visit Nantucket, even if he did cut short his stay on the Vineyard, so boarded the steamer Sankaty at Woods Hole.

It was surprising to the crowd gathered on the wharf to see the Sankaty approaching, with the highest official in the commonwealth on board, and not a bit of bunting flying. It would not have been much trouble for the American Flag on the Union Jack, or a flag of some kind, to have been run up to the staff—but possibly the steamboat officials did not know the Governor was on board.

Captain Killen's enthusiasm, however, gave the Governor the idea that Nantucket was quite a lively town after all. When the Sankaty rounded the point, Captain Killen ordered the engineers on barge John Spankalina and in the ice plant to whistle a salute, which they did. After three or four rounds the steamer responded, and then for ten or fifteen minutes the whistling kept up. Those who did not know the Governor was to arrive must have wondered what the trouble was to cause the din, but other than the whistling and the waving of a flag (union down, however) by some ladies over on Old North wharf, the ovation which greeted the Governor came only from the crowd gathered on the wharf. A pleasing feature of the visit was the fact that, to our knowledge, Governor Foss did not even mention politics.

Taxes Paid by Nantucket Estates.

The state of Massachusetts has collected during the last twelve months large sums of money under the provisions of the inheritance and legacy tax law, the aggregate of such collections being slightly in excess of one million dollars. Estates in Nantucket which have thus contributed to the state's revenue have been those of the following deceased persons:

Mary S. Whippley	\$827.90
Joseph W. Clapp	454.67
Eliza B. Burgess	239.79
Robert B. Coffin	180.28

The inheritance tax is the most complicated of all those which the commonwealth has to assess, and frequently a considerable space of time elapses before the amount of tax assessed upon any particular legacy is made known. Every will submitted to the probate court has to be copied and forwarded to the state tax commissioner, and usually there is a wait of varying lengths of time for the filing of an inventory of the property left by the deceased.

When both documents have been secured, however, the clerks in the office of the state tax commissioner begin their computations to determine the tax. This is based upon two sliding scales, the tax being greater, proportionately, on large estates than it is on small ones, and the same is true of legacies willed to distant relatives, the assessment made by the state being at a higher rate in such cases than it is on legacies to children or parents.

The tax upon a legacy of a husband, wife, father, mother, child, adopted child or adoptive parent is one per cent: if the amount is between \$10,000 and \$50,000; two per cent if between \$50,000 and \$250,000; three per cent if between \$250,000 and \$1,000,000; and four per cent if over \$1,000,000.

Inheritances of grandparents, grandchildren, children of adopted children and the husband of a daughter or wife of a son bear a higher rate of taxation. The exemption in such cases is only \$1,000, and legacies amounting to between \$1,000 and \$50,000 pay a tax of one per cent. Above that amount they pay at the same rate as those of the first class.

A third class is made up of brothers, sisters, nephews and nieces, and the exemption in their case is \$1,000. On legacies of between \$1,000 and \$10,000, they must pay a tax of two per cent; between \$10,000 and \$25,000, three per cent; between \$25,000 and \$50,000, five per cent.; between \$50,000 and \$250,000, six per cent.; between \$250,000 and \$1,000,000, seven per cent.; and over \$1,000,000, eight per cent.

All other relatives, and all non-relatives, are required to pay a tax of five per cent. on all legacies of between \$1,000 and \$50,000, and the same rate as the third class on all in excess of that amount.

Sept 7, 1912

Shipped Over \$5,000 Worth Quahogs

The wealth of Nantucket's quahog industry is apparent from statistics gathered during the month of August by Capt. Charles H. Fishback, inspector of quahogs for the town of Nantucket. His records show that a total of 752 barrels of quahogs were shipped from this island, netting the fishermen \$4,762. This is outside of the "independent shippers"—that is, the men who send their product direct to the markets, instead of through the hands of a "middleman." It is safe to state that the net income to Nantucket for the month of August, from the quahog industry alone, was over \$5,000, and when it is realized that these conditions continue month after month and year after

year, our people must admit that the quahog industry is a veritable gold mine for this island, and that it should be protected in every way possible.

FOR SALE

FOR SALE or TO LET—Two dwelling houses. Apply to T. C. Pitman. s7 tf

FOR SALE—Carefully selected large smooth skin Green Mountain Potatoes, \$1.25 per bushel. Medium size, 75 cents; 3d size, 25 cents. Derrymore Farm. *

FOR SALE—Cottages "Leaside," and No. 46 Cliff road, opposite Sea Cliff Inn, furnished, or unfurnished. Any Agent, Nantucket, or J. A. McDougall, 239 East 19th Street, New York City. au24

FOR SALE—House of nine rooms, (partly modern) furnished or unfurnished; city water; sewerage connections; 9750 square feet of land: suitable for boarding or lodging house; situated next north of Dr. Grouard's on Cliff Road. House can be seen at any time. For full particulars address No 3 Cliff Road.

FOR SALE—The Mansfield land, with fine stable in good repair, situated on Lyons street. Apply to Anthony W. Ayers, Agent. au17 tf

FOR SALE—At Beachside, a commodious dwelling; seven bedrooms and sleeping-out porch, two baths, separate laundry with set tubs; is attractively furnished; fine lawn, with bulk-head, pier, etc. For further particulars apply to Anthony W. Ayers, Agent. au17 tf

POWER BOAT—For sale, an Amesbury Dory, 14 1-2 feet long, with 2 1-2 h. p. Sagamore engine; split sail, nearly new. May be seen at Killen's wharf. Further information from Capt. John P. Conway. ag10 tf

ANTIQUES FOR SALE—30 years' of collecting Colonial furniture. Examples in Chippendale, Sheraton and Helplewhite chairs. Elegant Sideboards, China, Blue Plates, etc. E. M. Reed, Wellesley Hills. Trains from South Station, Boston. House in sight of Depot. ag10 5tf

FOR SALE—An old fashioned swelled front Bureau—Mahogany finish—in good shape, for \$35.00. Call at Mrs. E. Ames, South Water street. au3 tf

FOR SALE or TO LET—At 60 Pleasant street, 6-room house. Bath room, hot and cold water, set tubs; about 3 acres land. Address S, this office. je29 4t* tf

FOR SALE—Three lots at Siasconset, Nantucket, Mass. Apply to W. W. Low, 47 Fort Green Place, Brooklyn, N. Y. je8 3m

FOR SALE—500 wagons and harnesses; all kinds, all prices. Write for catalogue to John T. Sharkey, 63 Bay street, Taunton, Mass. ap6 tf

FOR SALE—A steel tired runabout in good condition. G. H. Hamblin, Jr., West Chester street. au31 2t*

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

LAND For sale—Valuable tract of land on the south shore for sale. About 50 acres, having a frontage of 2000 feet, with a beautiful clean beach and continuous surf. This is the finest unbroken tract of land on the island. A. T. Mowry, Agent.

There and There

Well! Did you enjoy the town meeting?

Edward B. Thompson of Middleboro has been fined \$100 for watering milk.

"The Oldest House," as usual, will remain open all through the month of September.

Two government physicians claim to have found a remedy to prevent the contagion of measles.

Commencing next week, the local telegraph office will close at 8 o'clock in the evening, instead of 9, as during the summer season.

Eastman Kodaks from \$1.00 up at Gardiner's Art Shop. Developing and finishing.

Where were the other 650 voters of Nantucket last Saturday evening? Are they "thoroughly disgusted," as one of the speakers said they were?

J. B. Folger closes his Main street restaurant this (Saturday) evening, after a very successful season. His bakery will remain open during the winter.

Bear in mind the fact that the steamers leave Nantucket earlier next week—the morning boat at 6.55 instead of 7.00 and the afternoon boat at 1.00 instead of 1.15.

Best Coffee at Nantucket Tea Co.

A state inspector was on the island Monday and, accompanied by the local cattle inspector, visited the dairies which were not in a satisfactory condition upon the last inspection.

Great bargain sale at N. Y. Variety Store. Irish lace, kimonos, table covers, china, etc. Store will remain open during winter months. P. M. Abajian.

Mrs. Katherine Lent Stevenson, state W. C. T. U. president, is to lecture on her trip around the world at the meeting, in the Baptist church, September 11th. See advertisement.

Closing out Japanese "Battenburg" (hand-made) table covers and scarfs, at 90 cents each. Fine framed Etchings at cost—at Wyer's Art Store.

What a rush continentward this week! Where do the people all come from? Monday noon the Sankaty took away over 500 persons and the outward travel has been very heavy since.

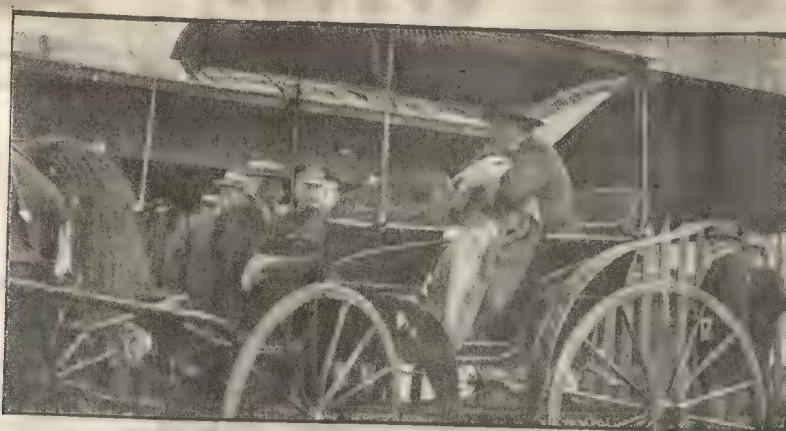
Your trip to Nantucket is not complete without one of H. Marshall Gardiner's pictures. See the Exhibit at the Art Shop, Postoffice corner.

The closing services at the Union Chapel will be conducted on Sunday, September 8, by the Rev. John T. Ward, of St. Clement's Church, Wilkesbarre, Pa. There will be a celebration of the Holy communion at 7 a. m., and morning prayer and sermon at 10.45 a. m.

The stair-rail has at last been completed in the chemical's house, and it did not need a cent of that \$1,600 to do it, either. All it did need was finishing and it has taken some weeks to accomplish the feat. We hope it won't take as long to fix the hinges on the door to the hook-and-ladder quarters.

Vine Cottage Tea Room, 6 Step Lane, will remain open through September. Parties from Sconset wishing to remain in town over night can find two nice lodging rooms here, with breakfast, lunch and afternoon tea. 1t

WHEN GOVERNOR FOSS VISITED NANTUCKET.



Representative Sharp and the Governor's aids deciding who shall occupy the carriage with His Excellency on the half hour's drive about town. Note the Governor's strong attachment for his heavy coat, from which he refused to be separated. There was lots of speculation as to what was in those bulging pockets.



An interesting group—From left to right: Messrs. Perry, Riddell and Worth (of Nantucket) and Thomas Thacher (of Yarmouth)—the latter apparently preparing for a vigorous fight for the Congressional nomination.



Governor Foss and Hon. John W. Cummings, of Fall River, in a real Democratic hand-shake at Nantucket, on the occasion of the Governor's visit to the island last week.



The crowd about the Governor's carriage. John L. MacDonald patting him on the shoulder, with "You're all right, Guv'nor!"



The Governor taking a farewell view of Nantucket from deck of the Sankaty.

Sept. 14. 1912

Reminiscences

Fifty Years Ago.

Miss Amanda L. Folger, of this town, has recently graduated from the Salem Normal School.

Steamer Monohansett has been chartered by the government.

The following persons have recently enlisted in the service of the United States for the period of nine months: Albert M. Hussey, Albert P. Fisher, Oliver Cushman, Alexander Barney, Alexander P. Moore, Charles F. Briggs, Davis Hall, William B. Ray, William D. Clark, Arthur H. Dagget, George K. Robinson, John M. Lamb, William C. Marden, Charles F. Ray, Charles Reynolds, George Robinson, Henry Brown, John M. Rand.

Forty-five Years Ago.

William Foster Mitchell, of this town, left Boston on Wednesday last on steamship Cuba for England.

On Friday afternoon, this island was visited by one of the most tremendous gales of wind ever known at this season. The storm came from the southeast, bringing with it torrents of rain.

Married, in San Francisco, July 17, Stephen G. Brown and Miss Hattie A., daughter of Thomas S. Sayer, of Nantucket.

Forty Years Ago

Lieut. Seth M. Ackley this week reported for the U. S. Steamer "Omaha," fitting at Philadelphia.

"The Little Workers' " Fair, held in Atlantic Hall, Tuesday evening, was liberally patronized, netting over one hundred dollars.

The house belonging to the estate of William Clisby, situated on the court running out of Orange street, opposite the South Grammar school-house, has been sold at auction to William E. Chapin, of Boston.

Married, in Providence, August 6, Henry J. Robinson and Miss E. Dora Wood.

Thirty-five Years Ago.

Allen Coffin, Esq., has been appointed Trial Justice for the County of Nantucket, for a term of three years.

Thomas E. White and Leedom Sharp on Sunday last swam from the Straight wharf to the bell buoy on the bar—a distance of about three miles. The time occupied was about an hour and a quarter. They returned in a boat.

On Friday night, an unknown schooner, in attempting to cross her bow, was swept down upon the Cross Rip lightship by the tide, tearing away a part of the stem and shoeing of that vessel.

Thirty Years Ago.

An effort is being made in 'Sconset to secure a sufficient sum of money to build a chapel in that village. A committee has been appointed as follows: H. K. White, chairman; H. R. Tucker, secretary; Robert B. Pitman, treasurer; William Ballantyne, H. M. Cutcheon, W. J. Flagg, Levi S. Coffin.

Rennie Folger, a son of F. Willetts Folger, suffered a severe cut on his knee, Tuesday.

Miss Marianna Hussey has tendered her resignation as teacher of the 'Sconset school.

Walter H. Russell, principal of the High School, has tendered his resignation.

Twenty-five Years Ago.

John Orpin caught one hundred bluefish from the beach at Great Point last Monday.

The Seth Cathcart estate, on Orange street, was sold at auction, Monday, by A. M. Myrick, William B. Starbuck being the purchaser.

Uriah S. Coffin, of Boston, has purchased the Josiah Macy house, corner Orange street and Plumb lane.

Real estate on Brant Point is having a grand boom, and the demand for lots there is increasing. One house lot has been sold for \$1,900 and the same amount, offered for an adjoining lot, was refused.

Twenty Years Ago.

A barge is running half-hourly trips between the Springfield and the Cliff bathing beach.

Yacht Wilful, of Providence, has been in the harbor this week.

A petition has been sent to the county commissioners asking that they lay out a road from Orange street to Southeast Quarter via Lover's lane, Surfside boulevard and Weweeder avenue.

It is rumored that Arthur H. Gardner will be a candidate for the senatorial seat from this district.

Fifteen Years Ago.

The Thomas S. James estate, Main street, was sold at auction, recently, the purchaser being Arthur B. Collins. Outlying land belonging to the same estate was sold to E. B. Coleman.

The Historical Society has taken the initiatory steps towards righting the grave-stones near Maxcy's pond.

The Brown University Boys presented an army of musical talent in Atheneum Hall, on Monday evening, receiving a most enthusiastic reception.

Contributions for a bicycle path to Surfside are slowly coming in.

Ten Years Ago.

Married, in this town, August 5, by the Rev. F. W. Manning, Miss Maude Pfeiffer and Elmer E. Kragel, of New York city.

Edward C. Barrett and Marcus W. Dunham broke the record for catching bluefish by the heave-and-haul method,

a few days ago. With a single line and drail, they pulled in eighty-four handsome specimens in an hour.

The forty-seventh annual exhibition of the local agricultural society was held on Wednesday and Thursday, August 20 and 21.

Five Years Ago.

Married, in Tacoma, Washington, August 15, Samuel W. Eldredge, formerly of Nantucket, and Sarah E. Mason, of Tacoma.

Leonard Morris has purchased the Charles Chadwick property on Orange street.

Benjamin A. Coffin was the victim of a surprise party on Wednesday evening, August 28, on the occasion of his seventy-second birthday anniversary.

Married, in New Bedford, August 24, by the Rev. Thomas S. Sayer, Miss Ethel Knyvet Sayer and Chester W. Chase, all of New Bedford.

Oct. 5, 1912.

Water Front

Fishing smack Water Witch was in port Monday.

The three-masted schooner Lizzie Lane discharged a cargo of coal this week for the Gas & Electric Company.

It was amusing to hear a young man step up to the purser's window on steamer Sankaty on Sunday and ask with all seriousness: "Is 'Sconset the first place the boat stops at?"

No scallops are found in New Bedford waters this season. Such is the announcement made by the fishermen after visits to the "beds" where the shellfish have been found in other years.

The Sankaty's passenger capacity, under the new government regulations, is placed at 120 persons. This number is undoubtedly large enough to accommodate all the travel to and from this island during the fall and winter months.

A. C. Chase, of North Falmouth, caught an eel in a lobster pot off Silver Beach, last week, which was the largest fish of that kind ever seen there of late years. It was more than four feet long, and was very stout, while the weight was a bit more than 8½ pounds.

The two-masted schooner H. C. Boynton is at Providence fitting out for a voyage to the Cape Verde islands, where she is to be sold. The Boynton is nearly forty years old, is of 80 tons, was originally built as a fisherman, but of late years has been in the lime trade, sailing out of Rockland, Maine.

The wreck of the five-masted schooner Davis Palmer, which foundered in Broad sound during a blizzard on the night of December 26, 1909, while coming into Boston from a coal port, has been removed, and there is now at least a depth of 36 feet off the spot where the vessel went down with her entire crew of 18 men.

Schooner Julia A. Berkele, which was towed into Nantucket a few weeks ago by steamer Pettel, after a rough experience on the shoals, was sold at public auction last Saturday

morning at a marshal's sale, a libel having been placed on the vessel by the mate. The schooner brought \$590, the widow of her late captain, Thomas Anderson, being the purchaser.

Best Tea at Nantucket Tea Co.

The steamer Sankaty was hauled off the route for the day on Monday, that she might be snugged up and made ready for the rougher service of the fall and winter months. The deck was closed in forward, the mail room removed and also the news stand, while both decks were given a general cleaning up so as to make more room for stowing freight. The Sankaty came through to Nantucket on Tuesday and will continue on this route for the present, the Gay Head going on the Vineyard route.

A young man who had a few minutes before listened to tales of how porpoises play about the bows of steamers far out at sea, was seen standing on the very prow of the Sankaty, Sunday, looking over first one side and then the other, apparently expecting to see one of the black sporty fellows do the stunts he had been told about. As he stood there, braced against the strong southerly wind, he looked quite Gray indeed, and he was truly disappointed that not a single porpoise showed itself.

Only fifteen of the New Bedford fishermen took out scallop licenses this week, but the season opened without any scallops, the most brought in for a day's work being a peck. One boat stayed out an hour Wednesday and did not get a single scallop. Another boat, in which were three men, gathered enough to fill a derby hat, in four hours' dredging. The season looks dubious over on the other side of the sound and Nantucket fishermen are doing the proper thing in protecting the island's fishery.

The three-masted schooner Charles Luling, which was wrecked near Nantucket a few years ago and saved by steamer Petrel and a crew of Nantucket men, was found at the entrance to Buzzards Bay last Sunday afternoon in a dismantled condition, and was boarded by the Cuttyhunk life-savers, having drifted dangerously near Hen and Chickens reef. The revenue cutter Acushnet went to the scene of disaster in the afternoon and towed the vessel into New Bedford harbor at 10 o'clock in the evening. The Luling was bound for Boston from Eatons Neck, L. I., with a cargo of roofing gravel.

About a dozen packages of Sunday papers were flying through the air as the Sankaty steamed by the Cross Rip lightship Sunday afternoon, the crew of the steamer being quite generous in their donations—presumably surreptitiously smuggled from someone's bundles of papers. All but two of the packages went aboard the lightship, which brought forth applause from the Sankaty's passengers who were watching the performance. Cross Rip as a station certainly has its advantages over other lightships, for it is the only one which has any chance of receiving daily papers, and the crew must appreciate the privilege they enjoy over other lightship crews.

Oct. 12, 1912.

Loss of Ship Union of Nantucket 105 Years Ago.

All Nantucket knows that in the early part of the last century the Nantucket whaleship Union was struck and sunk by a whale, but few have ever read the details of the story, except as handed down by tradition. Walter S. Allen, a grandson of the commander of the Union, Capt. Edmund Gardner, is now living at New Bedford and he has in his possession his grandfather's manuscript, giving his own story of this remarkable whaling casualty. Upon the one hundred and fifth anniversary of the mishap (October 1st) he furnished the following to the New Bedford Mercury, which we have taken the privilege of reprinting, owing to the local interest attached to the tale. Mr. Allen says:

"My grandfather, Edmund Gardner, was born in Nantucket in 1784 and in 1800 took up the traditional occupation of Nantucketers and started to sea to pursue the trade of whale fishing. After a number of voyages in subordinate capacities he was offered the command of the ship Union of Nantucket in 1807, and started at the age of 28 on his first voyage as master.

Sailing from Nantucket on September 19, 1807, he was only eleven days from port when his ship was struck by a whale and so badly damaged as to sink in three hours. Taking all his crew in boats he started to bring them to the Azores, a matter of seven hundred miles over autumn Atlantic seas, a distance which was successfully covered in eight days. In 1826 Captain Gardner retired from the sea and came to New Bedford to live, and died here in 1875, at the age of ninety-one years.

After active life was over for him, he devoted a part of his spare time to writing an autobiography, and from this manuscript the following transcript, covering the loss of the 'Union' and the trip in open boats for eight days before reaching the Azores, is copied. It is exactly one hundred and five years today since the 'Union' was lost. — Walter S. Allen."

Captain Gardner's account of the loss of the Union follows:

"Everything was hurried up, being late for the coast of Patagonia, and finally sailed on the 19th of the 9th month, 1807. Nothing particular transpired until the 26th instant, when a severe gale from the westward commenced. We scud under short canvass three days. At noon of the third day the wind moderated so that we spread more sail. The sea was high and running after us. At about ten o'clock the wind having veered more free, I told my second officer to put another compass into the binnacle. He went down, got the compass, was just coming from the gang-way, when the ship struck something heavily. The officer came near being thrown into the after hatchway, he catching by coamings. I immediately went out and looked over the stern or the ship, where I saw and heard a large whale spout twice. Sail was immediately taken in, for all hands was brought on deck by the concussion.

The ship was brought too, with the starboard bow to windward, hoping the wound would be out of water, or partly so at least. The pumps were set to work, our company twisting up casks to get down to the wound. In the meantime I went into the fore peak, where shooks were stowed, removed some of them, got down to the place broken, which was three feet wide and four feet long, at which place the water had flowed so as to wash over the wound or broken part. 'Twas ten feet from the stem, and six below the wales. I readily perceived 'twould be useless to attempt to save the ship from filling with water. I had one man with me with a lantern.

The outside plank, two timbers and ceiling plank were stove in. I sat down where I was then and calmly made up my mind what was next to be done. Came to the conclusion to do all that could be done, with the blessing of God, to preserve the ship's company. I then went on deck, told my first officer to quit levisting and come with me to the cabin. I then informed him 'twas impossible to save the ship, for she would go down, let us do what we would. I then said to the mate 'twould be useless to be frightened, but pursue a straightforward course to save the ship's company and ourselves. I then directed him to head up a small cask of bread and have it ready to go into the boat, and that I would prepare a small cask of water to go into the other. Both were put into the boats before lowering.

'Twas very rugged. Got our boat down—five men (one officer) in the same to keep her clear of the ship, with a line fast to the ship. I then lowered the second boat, with four men including an officer. Kept five men, the mate and myself on board to get another boat from where 'twas stowed. Got that one out, when we all left the ship.

I had previously told the ship's company to take all the fireworks they had and all the tholepins. Had a compass in each boat, a quadrant, lantern and everything that could

have been useful to us, except spy-glass and trumpet, but as it proved, neither would have helped us. The ship's main royal made a sail for each boat. We left the ship at midnight, two hours after the accident, laying by with a warp fast to the ship. Had concluded to remain by the ship until morning. At 1 a. m. the ship rolled and turned over. As she went over, I heard the dog cry, which was the first time I had thought of him. Should have taken him with me had I thought of him, he having been with me on the ship on a previous voyage.

When the things began to wash from the ship we left, for fear of their breaking our boats. We kept before the wind till morning; then made sail for our boats and directed our course for the Azores or Western Islands, that being in full view before me from the time I had made up my mind to leave the ship.

The time we left was the first of the 10th month, 1807, latitude 33.40, longitude 41.52. On that day we saw a schooner far to windward under double-reefed sails, but, blowing heavy, could not get to her. Finding it difficult to keep together with three boats, came to the conclusion to let one boat go, taking eight persons in

each boat. I then directed each man to put on what clothes he wanted or needed, then clear the boat of all surplus clothing, for it absorbed much water, causing too much weight for the boat. We were continually wet after leaving the ship, the water washing in on us.

The wind the following night veered to the southwest, blowing heavily, and we had to lay by through the night. It rained powerfully; the lightning ran down in streams around us, and a more dismal night was never experienced by any of us, and 'tis doubtful if any of the survivors have seen a more dismal night since. In the midst of all this terrific scene the boat in which I was shipped a sea, filling the boat half full of water. Each man, with a bucket, threw out the water till free, when no more of any consequence came in.

But through a long, dark and dismal night none could build on longer time of life than five or ten minutes. Our trust was in Divine Providence to bear us up and protect us from leaven. Never was it more fully brought to my view than at this time: 'They that go down to the sea and do business on the great waters, these see the wonders of the Lord in the mighty deep.'

It was fully impressed on my mind from the beginning that we should be favored to reach those islands. At the time I left the ship we were more than a degree south of Flores, deviated by course between Corro and Flores to be enabled to make a fair wind to one of them should we be favored to make them as expected. Had an observation daily. Our daily allowance of water was three quarts divided between sixteen, at noon of each day, after determining the latitude; also one cake of bread to each man for the same time. I soon found they could eat no more bread without they had more water. Some of them begged for more water, which I promised when the land should be in sight.

On the 8th of the 10th month, 1807, the wind came from nor'-nor'-east; 'twas thick and dark with squalls. It was really a dark day—our water nearly exhausted, night approaching, my boat leaking so that one man was bailing water from the boat continually. All but the one man throwing water from the boat and myself, were lying down.

I saw him that was bailing earnestly looking, the sail preventing me from seeing what he did. I asked him what he saw, and his reply was: 'I don't know; something black.' I then looked under the sail and saw land, a more pleasant sight never seen. I had awakened my company and told them the land was in sight. I then made a signal for the mate to come down, he being to windward. When he got within hearing I asked him if he saw the land, but he had not seen it. Immediately several of the men called to know if they could have more water. I gave to them three quarts, the same as had been daily served to them at noon. 'Twas now 4 p. m. I then told them they should have more when we got into the land. On first seeing the land, 'twas thirty miles distant, bearing from east by south to southeast. The wind breezed on strong, with thick weather and rain. Had seen nothing for two hours, when the lights broke out suddenly on shore near the lea side. I then made a division of the last of our water.

my anxiety and that of my company to find relief by some ship or vessel that they saw many in the night, after calling to me, 'Here was a ship'; they could see her plainly. When I came to look and saw nothing, they could hardly be made to believe 'twas all imagination, and could then be quite disappointed.

I had Lascar, sailor, with me, the same that had been in the ship on a previous voyage, who talked brokenly, sometimes hardly intelligibly. I had a young man with me that previously had tried his hands making money, by taking six and a quarter cent pieces and manufacturing them into twelve and a half cents, passing them for the same. Among sailors anything that's disreputable is learned as it were by magic and treasured up. While in the boat, Lascar said to the young man, 'Well, green boy, what think now, making nine penna out of four penna hap penna?' Lascar thought it was time to make up accounts."

[It was six weeks before Captain Gardner and his crew were able to get from Flores to Fayal, and there he was obliged to remain until January 27, 1808, when he left in the brig Joanna for New York, arriving March 10, 1808, and finding passage in the ship Aldebaran, reaching New Bedford in sixteen hours.—W. S. A.]

Whales Destroying Ships.

The story of the captain of the whaling bark Wanderer, of this port, of the narrow escape of his vessel from being sunk by a whale, is accepted as perfectly reasonable in this community, in view of the fact of the loss of several ships in this manner.

Only a few years ago the whaling bark Kathleen, of this port, was rammed by a whale, while cruising in the South Atlantic, and the crew was forced to take to the small boats, leaving the craft a derelict. Early in the nineteenth century the bark Essex, of Nantucket, was destroyed by an infuriated whale in somewhat the same manner.

Many other whaleships have been bumped and rammed by whales, but the most famous instance of the destruction of a whaleship by a whale was that of the ship Ann Alexander, Captain John S. Deblois, which met her fate on the "off-shore grounds," in the Pacific ocean, about August 20, 1851.

The loss of the Ann Alexander, as described in the Panama Herald of the period, was derided by many newspapers, including a doubter from "up York state," the editor of the Utica Gazette, who characterized the story as "indigestible" and wrote a column denouncing it as a hoax. This brought forth an indignant rejoinder from the editor of the Whaleman's Shipping List. Other newspapers, including one in London, took it up and the controversy developed into one of long standing.—N. B. Mercury.

Water Front

Capt. John Killen is having a new coal shed erected on Straight wharf.

Catboat Margie had her sail unbent Saturday, preparatory to hauling out for the winter.

Whaling brig Viola has sailed from New Bedford on an Atlantic ocean whaling voyage.

Schooner Fred Tyler is in port with coal for J. Killen & Son, discharging at the Crosby wharf.

Two vessels are enroute for Nantucket with coal for the Cash Coal, Wood & Ice Company.

Steam yacht Parthenia was in port Saturday and Sunday, making her final trip along the coast for the season.

Edmund P. Crocker has purchased catboat Little Annie, for a number of years sailed by the late Nelson Clark.

A lighthouse steamer was in port Wednesday and Thursday with supplies for the lighthouses, anchoring off Brant point.

Elmer E. Ames has purchased a trim little catboat named the Lucy, from Edgartown parties, for use in the scallop fishery.

Even though the fisher men were held to one bushel of scallops per man the past week, the market price has not been over 60 cents per quart.

Most time for fall codfish. Eels have commenced running into the Madaket ditch and that is said to be a sure sign that the codfishing season is due.

The three-masted schooner Lizzie Lane finished discharging her cargo of coal at the Straight wharf last Saturday, and the following day sailed westward.

Twenty-three vessels were anchored under lee of Handkerchief shoal, Tuesday, and there was only one three-master in the bunch, the remainder being four, five and six-masters.

The dismantled schooner Charles Luling, which was picked up by the revenue cutter Acushnet and towed into New Bedford a week ago, has been towed to Boston by tug Mercury.

Steamer A. M. Hathaway, one of the porgy fishermen at work in this section, has been in port frequently this season, finding Nantucket a convenient place to run to for supplies.

Six packages of scallops were shipped from the island Monday morning, and there was lots of curiosity afloat as to how the shippers could have gathered enough scallops to make up a keg each and keep within the bushel-a-day-per-man limit.

Captain Arthur Westgate Jones is expecting his new 24-foot catboat daily, and as soon as it arrives will fit out for his contemplated trip to Florida, through the canal route. He will be accompanied by his brother-in-law, Frank Worth, who will also spend the winter in the south.

The total receipts for quahogs sent from Nantucket through the shippers during the month of September, amounted to \$4,060, according to the records of Capt. Charles H. Fishback, the local quahog inspector. This amount is outside of the money received by the independent shippers.

Schooner Oakes Ames, bound from Elizabethport for Augusta with a cargo of coal, lost her anchors on Handkerchief shoal and parted her bobstay, while riding out the stiff northerly gale last week. The schooner managed to work up under Chatham, and dropped a small kedge anchor, which held her until revenue cutter Acushnet came along and rendered assistance.

The two-masted schooner Julia A. Berkele sailed from Nantucket on Sunday last, bound westward. The Berkele, though badly strained by her experience among the shoals a few weeks ago, can be kept free of water by an hour's pumping two or three times a day, and it is thought that she may be repaired at comparatively small expense after she has been.

Coal at \$6.00 a Ton.

The following advertisement, from the columns of the Boston Globe, is exceedingly interesting, in view of the present price and scarcity of coal in Nantucket. \$6.00 per ton for high grade anthracite coal sounds fine; in fact, it looks well in print; but it would look far better in our bin. Just read this:

Coal \$6.00 a Ton.

I can furnish any part of 100,000 tons of high-grade Anthracite Coal, direct to consumers, for domestic use, at any railroad station in New England at \$6 a ton, freight paid, in carload lots of 20 tons or more. D 270, Globe office.

The Dredging of Nantucket Harbor.

The fact that nothing was being done in the way of dredging in Nantucket harbor this year, under the appropriation of \$10,000 made by the last legislature, caused Representative Sharp to make inquiries of the Board of Harbor and Land Commissioners as to the reason for the delay in the work. In reply he has received a communication from the chairman of the board stating that surveys and estimates have been made, but that the work in contemplation is so extensive that it will cost far more than the \$10,000 now available.

The board feels that it is best to hold this amount in reserve until a special appropriation is received for rivers and harbors this year, when it is hoped the work may be completed according to the survey which has been made. It is estimated that the total amount of dredging in contemplation will cost about \$25,000, and the Commissioners desire to complete the work once a start is made.

It is their intention, and the survey has been made therefor, to deepen the anchorage area eastward from the wharves extending out to Hussey shoal, providing a depth of water which will permit the use of the harbor by deep-draft vessels. The communication received by Representative Sharp, outlining the intentions of the board, is as follows:

Dr. Benjamin Sharp,
2 Gorhams Court,
Nantucket, Mass.

Dear Dr. Sharp:

The Board of Harbor and Land Commissioners begs to inform you, in response to your recent inquiries concern-

ing probable action by the Board relative to further improvement, by dredging, of Nantucket harbor, that surveys and estimates have been made, having in view not only the expenditure of the \$10,000 appropriated by Chapter 696, of the Acts of 1912, for dredging a channel to the wharves, but the expenditure of an additional amount from the Special Appropriation for Rivers and Harbors available for use by this Board, in enlarging the anchorage area* in this harbor.

It is expected that this work will be advertised this fall, the specifications requiring the completion of the work on or before July 1, 1913.

Respectfully, for the Board,
Wm. S. McNary, Chairman.

*Eastward of the docks and extending out to Hussey shoal.

Reminiscences

Forty-five Years Ago.

The cranberry crop on Nantucket is larger and better than for many years.

Capt. Henry Winslow, for the last fifteen years at Sankaty Light, six as principal keeper, has resigned his position.

Capt. Charles M. Thomas, of Cross Rip lightship, reports the following vessels as having passed that station for the quarter ending September 30: Ships 5, barks 51, brigs 679, schooners 6,559, sloops 597, steamers 446; total 8,337.

Forty Years Ago

Married, in this town, October 1, by the Rev. S. D. Hosmer, George Wallace Hayden and Miss Fidelia Cash.

Timothy H. Fisher has purchased the entire business of A. B. Robinson, and will carry on the work of con-making.

William F. Codd and Henry M. Waitt have passed examinations, and been admitted, without conditions, to the Boston Institute of Technology.

Bark Yokohama, from New York for Hong Kong, commanded by Capt. Calvin F. Hamblin, of Nantucket, has been abandoned at sea. Report has it that she was sunk in collision with another vessel.

Thirty-five Years Ago.

Miss Amella M. Coffin has returned from an European trip.

Dr. B. F. Pitman has been elected one of the trustees of the Coffin School.

James Christian has been appointed to fill a vacancy in the crew list of the Cross Rip lightship.

Married, in Grass Valley, Cal., September 20, Miss Alta J. Warner, and Arthur S. Chase, formerly of Nantucket.

The house on Pleasant street owned by Mrs. Eliza J. Adams, has been purchased by Mrs. Mary F. Greene, of Providence.

Thirty Years Ago.

Charles H. Robinson has the sills for twelve cottages laid out at 'Sconset.

Thirty-one men are engaged at work on the Muskeget life-saving station.

Capt. A. B. Dunham's yacht Clara struck a buoy stone near the jetty, Sunday, injuring her slightly.

The cellar for the new hotel at Surfside has been laid, its dimensions being 40x125 feet. The hotel building will be set back one hundred feet from the front lot line, and will have a spacious veranda.

Twenty-five Years Ago.

Arthur C. Wyer has accepted a lucrative position in Campello.

New wooden telegraph poles are to supplant the old iron ones now in use here.

W. F. Codd and R. M. Allen have formed a co-partnership under the firm name of Codd & Allen.

The William B. Chase house on Academy Hill has been sold to Miss Madeline C. Mixer, of Boston.

The store of W. C. Marden was broken into Wednesday noon, while the attendants were absent, and the till robbed of \$9.00.

Twenty Years Ago.

Good hauls of bluefish are being made by South Shore fishermen.

A handsome flag has been presented the Tuckernuck school by Preston C. Nason.

An effort is being made to establish a camp of Sons of Veterans in Nantucket.

A patent has been issued to Harry C. Platt, of Nantucket, for an improved camera shutter.

William H. Wyer, 2d, is to build a cottage house at Monomoy, for Fred A. Russell, of Pittsburg, Pa.

Fifteen Years Ago.

Married, in Polpis, Oct. 13, by the Rev. O. M. Martin, John A. Garland and Hattie B. Chase.

Barzillai S. Coffin caught 48 bluefish from the beach at Great Point, Wednesday, some of them weighing 17 pounds.

B. S. Coffin has tendered his resignation as assistant keeper of Great Point light, and will be succeeded by a Mr. Eldridge from Portland.

Capt. A. P. Bartow, of the local steamboat line, has tendered his resignation to enter the government employ as first officer of the new buoy tender Mayflower, in the Boston district.

Ten Years Ago.

'Sconset cod fishermen made no catches Sunday.

The Petrel's crew took seventy-two bluefish from their nets off the south shore, Wednesday.

On Wednesday afternoon the county commissioners went to 'Sconset and laid out Ocean avenue.

Arthur A. Norcross has been given the contract to do the proposed work on the properties recently purchased by Mrs. David Nevins on Cliff road.

Steamer Petrel has this week brought in several large pieces of the five-masted schooner Arthur Seitz, wrecked last spring in Muskeget channel.

Five Years Ago.

Rear-Admiral Seth M. Ackley has purchased the estate of the late Sarah A. Coffin, corner Centre street and Step lane.

William H. Wyer was re-elected a member of the district committee, at the senatorial convention held in Buzzards Bay last week.

Athletic Club bowlers suffered defeat on the Brockton Commercial Club alleys, two evenings, but were royally entertained by their opponents.

Torchlight Processions of the Past.

Stowed away under the eaves in the attic of E. A. Lawrence's store on the corner of Main and Orange streets, were discovered, the other day, a lot of torches. The fact called to mind some of the demonstrations following presidential elections in the past, one or two of which were especially creditable to Nantucket. Away back in 1884 the Democrats were unusually active and it was then that they celebrated a hard-fought victory throughout the country. Nantucket had a torch-light procession the week after election, which was led by Lewis P. Tracy as marshal, with the Sherburne Drum Corps and Mechanics Band giving a touch of spirit to the manifestation.

In 1888 the Republicans enthused over the Harrison and Morton campaign and held a procession which far eclipsed that of the Democrats four years before. It was made a festive occasion for Nantucket, with Wallace Gardner serving as marshal and Mendle Rothenberg as aid. The procession was made up as follows:

Marshal and Aid on horseback.
Board of Firewards.
Drum Corps, with B. G. Tobey drum-major.

Nantucket Guards, captained by Josiah F. Murphey, with Lieutenants Barrett and Austin.

Broom Brigade, with tall white hats, Captain Hills.

First Battalion torches, with silk hats, Captain Freeborn.

Second Battalion torches, Captain Parker.

Third Battalion torches, Captain Folger.

Fourth Battalion (boys), Captain Brouwer, led by marshal's aid Joseph C. Brock.

Horsemen.
Carriages.

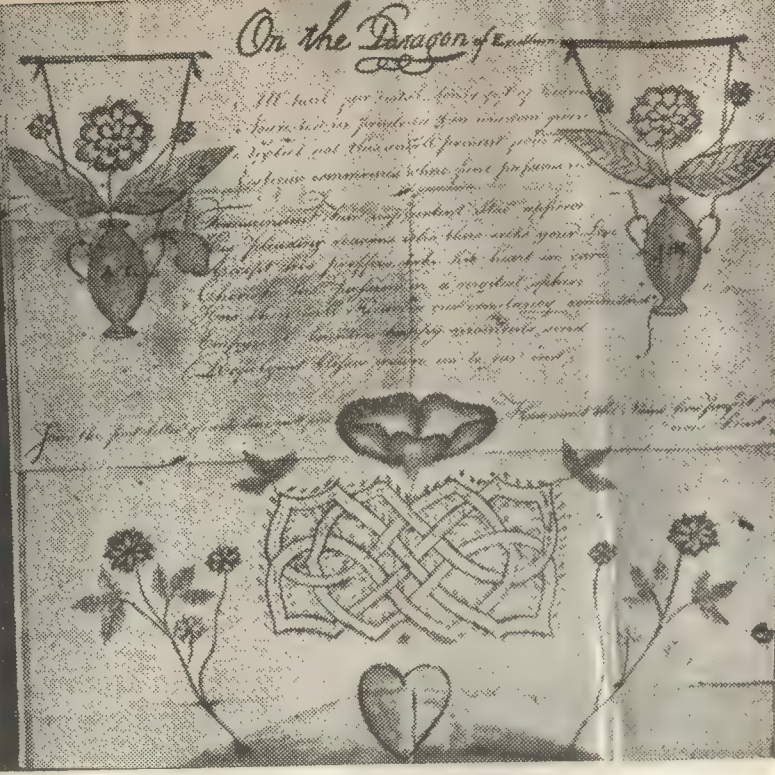
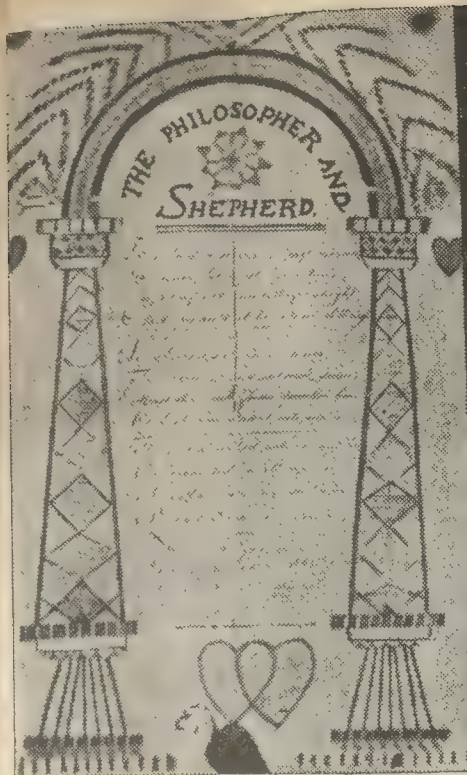
The demonstration of 1892 was led by Mendle Rothenberg as marshal and Hugh Lumbert drum major, with C. W. Austin captain of the Harrison Guards.

Four years later, upon the election of William McKinley in 1896, Nantucket took a holiday for a general jollification over the "sound money" victory. A bicycle parade was held in the middle of the day, with over 100 wheelmen in line, led by Archie Cartwright. In the evening there was a real illumination, with a procession and several excellent floats. Alexander M. Myrick was marshal and T. G. Macy, J. K. Ayers, Eben W. Francis, Bertest H. Ray and Harry Fisher as aids. The displays in private residences about town were excellent. This was the last torch-light procession Nantucket has enjoyed, and it would seem as though there ought to be public interest enough at this time, after a lapse of sixteen years, to hold some kind of a celebration, even though the result of the election did not suit everybody.

An Old Nantucket Valentine.

From the New Bedford Standard.

A valentine lay on the table. Not such a valentine as stationers exhibit in store windows early in February; nor a pretty folder, printed in colors, with lace-work patterns and the glib little love-verses within. It was a valentine sent before your grandmother and mine were loved and received such missives. It was dated 1791.



ever, when Tannett and Tupper began to issue the Nantucket Gazette, a short-lived and unsuccessful undertaking.

"The Paragon of Excellence" must have blushed to read the passionate, hyperbolic apostrophe of his acrostic, the first letters of each line in which spelled her name, "Anne Thatcher":

All hail, fair vestal, lovely gift of Heaven,
Nourished in prudence and in wisdom given,
Neglect not this small present from a friend—
Esteem commences where fierce passions end.
Transcendent Fair, resplendent Star, approve
His pleading reason who thus seeks your Love
Accept his proffers, take his heart in care,
Cherish his passion in a modest sphere
How then will Heaven our constancy commend,
Empyrean bounties happy moments send,
Refulgent blisses crown us to the end.
Join the first letter of each line, you'll find
How sweet the Name, how Perfect and how Kind
Another poem, headed "Jam"

Hedges's Paper, Nantucket, May the 6th, 1791," reads as follows:

"What is the blooming tincture of a skin,
To peace of mind, to harmony within?
What the bright sparkling of the finest eye,
To the soft soothing of a calm reply?
Can comeliness of form or shape or air
With comeliness of words or deeds compare?"

Another paper appears to have been a letter of love rather than a valentine. This was folded, sealed with a wafer, and the address written on the back. It contains a most laudatory description of the virtues of this poetical swain:

THE PHILOSOPHER AND SHEPHERD.

Long lived a swain in high renown
For wisdom, far remote from town;
An hoary sage his cottage sought
And wonder'd at his strain of thought.

Say, shepherd, say from whence
Thy judgment and superior sense:
Hast thou with books familiar been,
Or hast thou studied arts and men?

The swain replied, with modest air,
Our rural toils is all my care;
No author hath my soul refin'd,
Nor have I ever read mankind.

What little judgment I have gain'd,
From simple nature I have gain'd;
By her I've all my actions weigh'd,
And always her command obey'd.

Beneath are two intertwined hearts, and architectural border all about, surmounted by an arch—all drawn in many colors, and interspersed with birds, hearts and flowers. "Simple nature," was undoubtedly none other than his "Paragon of Excellence," who so heartlessly married Dr. Dustin in later years!

Nov. 16, 1912.

Reminiscences

Forty-five Years Ago.

Married, in Gardner, Mass., Oct. 17, Frank J. Swain, of New York, and Miss Ellen M. Barney, of Nantucket.

Married, in this town, October 8, by the Rev. Thomas Dawes, Julius W. Tilson, of Boston, and Miss Mary A. Meader, of Nantucket.

Captain Uriah C. Clark has been appointed to the position of principal keeper at Sankaty lighthouse, vice Capt. Henry Winslow, resigned.

An alarm of fire on Tuesday night was occasioned by the burning of a stack of corn stalks in a lot belonging to George C. Gardner, on Grove lane.

Forty Years Ago

Married, in Boston, Oct. 16, Richard G. Elkins and Miss Mattie Sprague.

Hon. Alfred Macy has been nominated for re-election as a candidate for Councillor in the First District.

Of course, the man who wrote it loved very much, else he would never have taken the time laboriously to write in that flowing, graceful hand the lines for Anne Thatcher to read. He was a poet. He was a clever penman. He was something of an artist. From Nantucket woods he gathered roots, berries and leaves, and steeped them, and made dyes, wherewith he colored his scrollworks, his festooned lines, his birds and flowers and geometric ornamental borders. He was a poet and in love. Yet he was called upon, it is said, to write Anne Thatcher's wedding hymn—and he was not the bridegroom.

Anne Thatcher became the great grandmother of Henry F. Hiller, of Padanaram. Mr. Hiller, in the course of years, inherited the old love-letters, or valentines, which she had carefully preserved. But their writer died unmarried. She—Miss Thatcher—became the wife of Dr. Dustin, a relative of Hannah Dustin, who, as every child knows, was stolen by the Indians.

And of James Hedges of Nantucket—he who wrote the valentines—there are various legends. Some say he did not write the wedding hymn at all, but died long before the wedding, of a wound received from a fall on a farm implement. And others say—but what matter the other legends? The valentine upon which he spent the most effort, lay all faded on the table, of an August afternoon, still red and green and blue and black, still telling the story of such abundant love; still speaking of hopes that were never fulfilled; of admiration that was buried in the grave.

"All hail fair vestal, lovely gift of Heaven," the reporter read, and Mr. Hiller, sitting by, told the legend of the papers.

This and other valentines were found some time ago in a garret, wrapped with a lady's patch box in an ancient, patterned silk handkerchief. The patchbox, small, enamelled in imitation of a bird, had once a small mirror within the bird's head—the small head that lifts up as a cover—a mirror of burnished steel. In this box, Anne Thatcher, no doubt, kept

the patches which she put on when called upon to dress for a party or a ball—a custom which served to accentuate the fairness of the skin, and which many modern stage-beauties are adopting also. In the now tarnished mirror she viewed herself and affixed her patches.

Not long ago, the writer stood by a wrecked electric, and was addressed by a pretty miss, an actress, who told him excitedly the story of the wreck and what ought to have been done which was not, and what ought not to have been committed which was done. As he looked up at his informant, he was surprised to see, in the middle of a saucy little chin, a large, black patch, for all the world in the manner of the ladies of Queen Elizabeth's court!

The first letters of the verses in the poem spell out the young woman's name, Anne Thatcher. The design of interwoven and involved lines below bear also upon them some verses, which are given herewith.

Upon the interwoven and involved lines beneath the verses is written:

In every state of bliss may you most happy be,
And when far distant often think on me,
May Guardian Angels their soft wings display,
And watch you safe in every dangerous way,
May all your future life be blessed with peace,
And every day the spring of joy increase.

"Our fathers wielded the harpoon, and our mothers, the distaff, with better effect, and certainly with more profit, than they did the pen," wrote William Coffin in his revision of Obed Macy's "Nantucket;" "yet they were not all insensible to the smiles of the muses, nor were the muses always averse to their devotions."

Among Nantucket's many poets—the most of whom, perhaps fortunately, are forgotten or nameless—is to be found Peter Folger, whose "A Looking-glass for the Times," reflects George Gascoigne's title of centuries before. The name of James Hedges, however, cannot be found. Yet he was not a bad rhymster, albeit somewhat conceited, and the facility of his work is remarkable for a farmer, and imitates the pompous couplets of his times. It has been claimed that he was an editor on Nantucket. The first paper was published in 1816, how-

Married, in this town, October 20, by the Rev. G. A. Morse, George F. Andrews and Mrs. Almira Wilcomb.

The house on Farmer street, formerly the Jonathan Pitts homestead, has been sold to S. P. Winslow for \$350.

Thirty-five Years Ago.

The Benjamin Whippey estate on Charter street has been sold to William H. Chadwick.

Married, in this town, October 16, Herbert M. Dunham, of Boston, and Miss Anna L. Soule, of Nantucket.

The Rev. James Ross has accepted a call to the pastorate of the Webster street Baptist church of New Haven, Conn.

Capt. and Mrs. Edward B. Hussey, Jr., observed their twenty-fifth wedding anniversary with a silver wedding, on Saturday, October 20.

Thirty Years Ago.

'Sconset houses are in demand by fall vacationists.

Capt. George H. Brock has purchased the Isaac Hallett homestead on Orange street.

Leander G. Cobb has joined schooner Golden City of New Bedford, to sail as second officer.

The South Shoal lightship is off her station. She was spoken five miles southwest of Block Island, adrift, Tuesday afternoon.

Calvin C. Hamblin, assistant keeper at Sankaty light, has been promoted to principal keeper, in place of George F. Fulger, resigned.

Twenty-five Years Ago.

An original pension has been granted Edward H. Wing, of this town.

Married, in Greenfield, October 27, Seth Ewer and Miss Bessie Johnson.

A. T. Mowry, agent, reports the sale of four cottage lots at the cliff, to A. T. Pierce, of Waltham.

Joseph G. Remsen has received official notification of his appointment as keeper of Brant Point light. Horace G. Norcross is to take Mr. Remsen's place as a patrolman at the Great Point life-saving station.

Twenty Years Ago.

Steamer Nantucket is to have a new shaft.

Mackerel are being caught in the bay in large quantities.

Stillman C. Cash captured the first codfish of the season off 'Sconset.

The Riddell house, at the Cliff, has been sold to J. L. Peck, of Pittsfield, Mass.

Fifteen Years Ago.

Among the recommendations for harbor improvements is the sum of \$100,000 for Nantucket.

Charles W. Appleton, elder son of Oliver D. Appleton, of Brockton, has been awarded a scholarship in the New York Law School.

On Wednesday, Capt. Wallace N. Adams caught 7 bluefish with hand line, fishing from his boat. A number were also taken in nets off Surfside.

Every easterly gale appears to make wider and deeper the channel at the Haulover, and the probability of its ever closing seems more remote than ever.

Ten Years Ago.

A white lilac tree is in bloom in the yard of Mrs. H. B. Sharp, Orange street.

Married, in Oakland, Cal., October 10, Charles T. Bunker and Miss Amy L. Russell.

Rollin M. Allen has sold his interest in the Cash Coal Company to William C. Gardner.

Capt. and Mrs. Edward B. Hussey celebrated their fiftieth wedding anniversary on Monday evening, October 20th.

Miss Reb Smith has become a member of the Unitarian church choir, to fill the vacancy caused by Miss Congdon's resignation.

Five Years Ago.

The local cranberry crop has been a heavy one this year.

Wild geese are flying, a large bunch of the birds been shipped from the island this week.

Married, in this town, October 18, Miss Madeline Fish and Walter Edwin Severance.

Schooner Angler has discharged 2400 bushels of salt this week for Phillips & Phillips.

Measles are prevalent among the school children, and one of the primary departments has been closed.

Rear-Admiral Seth M. Ackley has been placed on the retired list of the navy, having reached the age limit of active service.

Nov. 23, 1912

Nantucket's Illumination and Torch-light Procession.

Nantucket has celebrated the Democratic victory of November 5th with the first torch-light procession the old town has witnessed in sixteen years.

It was a gala event for the entire populace and very few of the residences were in darkness Monday evening, even the Republicans, who have joined the political "down-and-out" club (temporarily), as a rule casting aside the pangs of defeat and joining their Democratic brethren in the general jollification, by illuminating and decorating their homes.

It was a grand success—informal, of course—and the parade really surpassed the anticipations of the townspeople, the decorations and illuminations actually being equal to anything of the kind which Nantucket has witnessed in the past, and the Democrats are to be congratulated on livening the old town up for the first time in two decades.

The procession was headed by "Nantucket's finest"—Chief of Police Burgess with his two braves, Lawrence Mooney, Jr., and William E. Small—with George W. King acting as marshal and Frederick W. Marvin, Anthony Miller, Frank Barnard and Leonard Chase as aids. The marshal was gowned in white, wearing his last season's straw hat with a red-white-and-blue band, and rode a "prancing charger"—from one of Killen's coal-teams. His aids wore varied costumes, one of them even donning his ulster to keep out the chilling wind from the northwest.

It was unfortunate that the wind blew so strongly, for in places there was difficulty in keeping the torches lighted, but the bracing air caused the crowd to step along lively in order to keep warm, the procession covering

the route in about one and a half hours. Starting at the corner of Federal and Main streets, it headed down Orange and around Consue to Union, thence through Main and Federal to North Water and Cliff Road, returning south along North Centre and Centre streets, through Pearl, down Liberty, up Main to the Russell homestead, countermarching down Main, through Pleasant, High, Pine and Darling streets to Fair, and thence to Main, disbanding in front of the Democratic club-room.

Besides the police, the marshal and his aids, the Nantucket band, and a hundred or so torch-bearers, there were a half-dozen gayly decorated wagons, Killen entering four, the Union Store one, and William Holland one. There was also a barge filled with a crowd of enthusiastic young people equipped with horns, flags, etc. Mr. and Mrs. Charles Ellis joined the parade in a decorated runabout, and several other private turnouts followed along in the rear, with several hundred of the townspeople trailing along over the route and enjoying the fun.

Wallace L. Coleman carried the mammoth Democratic banner, and many of the torch-bearers wore sashes made of bunting, among them being Stephen Hussey, Calvert Handy, John R. Killen, Joseph Fisher, John Roberts, Frederick Coffin and a dozen or so others.

Without a doubt the most pleasing part of the celebration was the respond with which the townspeople as a rule showed their interest in the event by either illuminating or decorating their homes, or both, and kerosene lamps, candles, and gas and electric lights were freely burned all over town. In fact, there were very few darkened houses that evening. Among the places along the route of the parade which were either brilliantly lighted or decorated were the following:

Main Street (Business section)—

Engine Co. No. 4 headquarters.
Nicholas Kaleavas.
Eugene M. Perry.
J. Butler Folger.
Lovell Shoe Store.
Alexander M. Myrick.
E. A. Lawrence & Co.
James Gordon Stuart.
Gas Co.'s office.
City Clothing Company.
Louis Coffin & Co.
Reuben Gardner Coffin & Co.
William Holland.
Central Market.
Boyer's Studio.
Brown's Hardware Store.
Nantucket Union Store.
Pacific National Bank.

Orange Street—

Dr. C. G. S. Austin.
Inquirer and Mirror office.
Mrs. Sarah C. Raymond.
Mrs. Harriett Dunham.
Miss Anna Gardner Swain.
Lawrence Ayers.
Henry Brown.
Mrs. H. B. Sharp.
Mrs. C. E. Smalley.
Mrs. F. W. H. Armstrong.
William F. Codd.
George W. Rogers.
William I. Smith.
Rev. P. B. Covell.
Mrs. George Hatch.
Miss Emily Robinson.

Mrs. Stokeley Morgan.
Walter Hatch (store).
Edward G. Swain.
Obed Wright.
F. B. Keene.
Charles Frederick Coffin.
George E. Grimes.
George Myrick Lake.
Reuben C. Long.
Peter Sylvia.
John Murray (store).
John Garland.
George Allen Backus.
John E. Backus (store).
William W. McCleave.
Arthur C. Cary (store).
Manuel Mendence (store).
William Edward Burchell.
George Edgar Thomas.
Philip Murray.
Mrs. Georgianna Norcross.
Antone F. Sylvia.
Alfred Elmer Smith.

Union Street—
Timothy M. Dunham.
Charles Brown Cathcart.
John Brown Gardner.
Edward B. Lewis, Jr.
Henry F. Fisher (Flora street).
David Parker (Flora street).
Mrs. Ellen Hatch.
Mrs. Annie Lewis.
Elliot Barnard.
Thomas Lewis.
Antone S. Sylvia.
Frank Richrod.
Daniel Young Potter.
Eugene Wyer.
Mrs. Jennie Wagner.
Elmer F. Mayo.
Edwin R. Smith.
Charles H. Blount.
Mrs. Avis M. Enas.
Robert B. King.

Federal street—
Mrs. Edwin B. Robinson.
Byron E. Pease.
Hiram Wade Macy.
Miss Parnell Burdett.
William Henry Harrison Smith.
John Cunningham Ring.
Capt. John Killen.

Broad Street—
George E. Mooers.
George W. Hooper.
John Rosary Killen.
Charles H. Killeen.

North Water Street—
Mrs. Annie E. Hodge.
Mrs. Margaret Brown.
Calvert Handy (Ash street).
Llewellyn Elmer Crowell.
Mrs. Sarah Francis.
Mrs. Emily H. Sanborn.
Dr. Arthur Elwell Jenks.
Patrick Robinson.
George Charters Wilton.
Mrs. Horace P. Salmon.
Miss Martha J. Brooks.
Herbert Gelston Worth.

Cliff Road—
Dr. John Shackford Grouard.
Mrs. Martha A. Brooks.
John M. Waldron.
Maurice E. Gibbs.
Albert P. Chase (Kite Hill).

North Centre Street—
Mrs. Elizabeth Morse.
George Coffin Chase.
Mrs. William Harris Wyer.
Adelbert Randall Baker.

Centre Street—
Edward Gorham Thomas.
North Shore Grocery.
Reginald Taliaferro Fitz-Randolph.
Mrs. Martha Dunham.

Miss Sarah L. Macy.
Mrs. Lydia G. Bowen.
Frank E. Defriez.
Leon A. Royal.
Col. Fred W. Folger.
Perry W. Bates.
Miss Mary Crosby Wyer.
John Terry.
John M. Winslow (Quince street).
Mrs. Elizabeth Sylvia.
Edward Coffin Barrett.
Dr. Ellenwood Bunker Coleman.
Mrs. Maria T. Swain.
Roberts House.
Miss Ella F. Sylvia.
Miss Edith R. Sylvia.

Pearl Street—
Bickerstaff's Bakery.
Clarence Fish.
Mrs. Robert B. Coffin.
Miss Harriet A. Elkins.
Miss Mary L. Ayers.
Mrs. Charles F. Swain.
Mrs. John Morrissey.
Miss Nannie R. Wood.
Mrs. David Baxter.
Wallace Cathcart.
George Washington Burgess.
Stephen Hussey.
J. W. Finley.
William Holland.
Charles William Lawrence.

North Liberty Street—
Alexander C. Milne.
Benjamin Chester Pease.
Horace Clifford Orpin.
Miss Minnie Townsend.
Addison Turner Winslow.
Miss Jennie Chase.

Liberty Street—
Miss Annie Lawrence.
Mrs. William Tice.
Mrs. Lydia Crocker Selden.
Millard Fillmore Freeborn.
Charles Warren Austin.
Mrs. Lydia R. Allen.
Mrs. Harriett P. W. Butler.
John C. Ayers.
Hermanus H. Voorneveld.

Main Street (Residential)—
Mrs. W. T. Swain.
Mrs. J. Sidney Mitchell.
William Byron Snow.
Walter May Burdick.
Reuben Cahoon Small.
Foster Allen Kent.
Ozro W. Humes.
Dr. Eben Moore Flagg.
Mrs. Joseph S. Barney.
Mrs. Catharine Starbuck.
Miss Mary E. Macy.
Horace R. Coleman.
Charles E. Burgess.
Franklin Folger.
James Y. Deacon.
Wallace L. Coleman.
Charles L. Marks.
Mrs. A. K. P. Bucknam.
Daniel Coffin Brayton.
Mrs. Sarah W. Kelley.
Benjamin Garfield Russell.
Arthur Collins.
Miss Mary P. Folger.
John C. Gardner.
J. Butler Folger.
Lewis Sheridan Ray.
Harrison G. Gardner.
Melvin O. Hardy.
Miss Minnie Smith.

Pine Street—
Mrs. Martha W. Coffin.
Mrs. Josephine Smith Brooks.
Mrs. S. S. Howes.
Dr. M. Ella Mann.
John C. Smith.
John S. Appleton.

Summer Street—
Louis Coffin.

Mrs. Caroline G. Swain.
Darling Street—
Joseph Terry.
Reuben Gardner Coffin.
George Frederick Coffin.
Mrs. Joseph M. Folger.

Fair Street—
Philip L. Holmes.
Obed C. Coffin.
Mrs. Amelia Defriez.
A. E. Arey (store).
Thaddeus C. Defriez.
William L. Russell.
John Sickels.
Mrs. Ella Crosby.
Rev. John Snyder.
Eugene M. Perry.

Seen from the rear:

The display on the residence of Dr. J. S. Grouard was undoubtedly the most artistic of any of the decorations about town.

At the conclusion of the parade, a light luncheon was served in the Democratic headquarters to all who cared for a bite to eat.

The Rev. John Snyder, from the steps of the Unitarian parsonage on

Fair street, waved a flag when the procession passed by, the crowd responding with hearty cheers.

The band rendered a half dozen choice selections during the evening. "Marching Through Georgia" and "John Brown's Body" seemed to be the favorites.

Probably the most dismal place in town, Monday evening, was "Petticoat Row" on Centre Street, only two illuminations being noticeable there, every other store being in total darkness.

Little Miss Jessica Swain, daintily gowned for the occasion, saluted the procession from a pedestal in front of the residence of her grand-parents, Mr. and Mrs. Perry Bates, on Centre street.

The "floats" were original, and what mattered it if one or two of them did catch fire or were shattered by the breezes before the parade was over—they answered the purpose very well indeed.

Little Ida Garland, costumed in the national colors, waved a large flag as the procession passed by her home on Orange street, as did Mildred Oldrich, as the moving column made its way along Union street.

Although not on the route of the parade, the residence of Mr. and Mrs. Thomas Ceeley on New Mill street was illuminated from basement to attic during the evening, making a very attractive spectacle.

Some of the most attractively decorated places about town were: the residences of John Terry, Miss Mary L. Ayers, John C. Smith, John C. Ring, John Killen, J. S. Grouard, Eben Moore Flagg, and the Roberts House.

The marshal did not appear to feel at home on horse-back. In fact, he needed instructions how to mount the steed at the very start, and seemed to be thankful that his charger was to walk over the route instead of at a livelier clip.

Miss Louise Streeter Warren interested herself enough in Nantucket's celebration to send an illuminated outfit over from Sconset, and although it arrived in town too late to take a

place in the procession, it was driven over the route alone and caused considerable comment from the originality of the "get-up."

When the procession reached the corner of Federal and Broad streets, where the residences of Capt. John Killen and John C. Ring (two staunch Democrats) were gayly decorated, the genial Captain appeared on his front steps waving his hat and gracefully bowed to the enthusiastic crowd as it passed by, while red-fire burned brightly in front. The Captain was tendered quite an ovation, which wound up in the Wilson campaign song, as the parade continued on its way.

Reminiscences

Forty-five Years Ago.

An American falcon was killed here Wednesday by James H. Cary.

Married, in Long Plain, November 8, Andrew J. Ashley and Miss Mary J. Gammons.

Married, in East Boston, 6th inst., Alexander B. Pinkham, of Nantucket, and Carrie B. Ewell, of Boston.

Mr. and Mrs. B. Penniman, Jr., observed their tenth wedding anniversary in New Bedford, on Monday, the 11th instant.

Forty Years Ago

Married, in New Bedford, October 24, Caitin Murray and Miss Rose Kiernan.

Married, in Providence, October 22, Michael McCarthy and Miss Bridget Warren, both of Nantucket.

The farm of Zimri Cathcart at "Peat House Shore" has been purchased by George W. Macy and others.

The Rev. Dr. Samuel H. Meade, of New York city, has accepted the call and entered upon the duties of the parish of the Episcopal church here.

Thirty-five Years Ago.

James H. Wood captured 404 codfish, Monday.

Fifty dories and twenty-two smacks were engaged in fishing, off the south side of the island, Wednesday.

Married, in Ukiah City, Cal., October 18, James B. Morse, formerly of Nantucket, and Miss Sarah Eliza Quesenberry.

Married, in Pittsfield, Mass. November 8, William H. Talcott, of New York, and Mrs. Mary H. Macy, formerly of this town.

Thirty Years Ago.

Married, in Brooklyn, October 31, Dr. B. M. VanSyckle and Miss Grace Conn.

Married, in San Francisco, October 21, Harry Worth and Miss Clara Clark.

Schooner Lillie Ernestine arrived Friday with two flat and three dump cars and a lot of iron for the Nantucket Railroad Company.

Schooner Minnesota, of Bangor, Maine, struck on the southern end of Great Point rip at 4.30 o'clock Thursday morning, and daylight revealed her with a signal for assistance. Steamer River Queen pulled her off the shoal and towed her into Vineyard Haven, leaking badly.

Twenty-five Years Ago.

Flora street has been re-paved by the surveyor.

Married, in West Harwich, November 1, Willis Baker and Louise McInery.

Married, in this town, 15th inst., George H. Spencer and Mrs. Mary N. Orpin.

Married, in this town, 6th inst., by the Rev. Fr. McSweeney, Albert P. Chase and Miss Nellie Gallagher.

William F. Macy has accepted a position in the industrial department of the Lyman Reform School at Westboro, as instructor in the typographic art.

Twenty Years Ago.

Jethro C. Brock has been nominated for mayor of New Bedford.

Fred Russell's cottage at Monomoy is rapidly nearing completion.

A Henderson mill for raising water has been erected on the farm of Noah P. Appleton.

The Nantucket Energy Club gave the play, "Messmates" in Athenium Hall, Monday evening.

Governor Russell has nominated Frederick P. Batchelder to be trial justice for Nantucket county.

Fifteen Years Ago.

Haulover boatmen report shoaler water at the opening.

O. C. Chadwick is building the new golf links near Capaum pond.

Married, in Malder, October 27, William Treadwell Leggett and Miss Annie Meader.

The old mill on North Liberty street is being taken down by Alonzo Fisher, the purchaser.

A fire near Shimmo, Sunday, raged fiercely through the grass and stubbles, but did no serious damage.

Ten Years Ago.

An old-time husking was held at the farm of O. C. Hussey, Wednesday afternoon, with a large number of persons in attendance.

The new steamer Uncatena came down, Friday, October 30, on her maiden trip to the island for inspection by island residents.

Two fishermen of this town—George Fisher and Charles Eldridge, Jr.—had a close call from a watery grave, Tuesday morning, the 4th instant, their boat being overturned by a combor out through the Haulover opening. The crew of the Coskata station effected a rescue just in time.

Five Years Ago.

The supply of codfish is falling off rapidly.

Alexander Smith has successfully passed the examination for admission to the Massachusetts Nautical Training Ship Enterprise.

James A. Backus has purchased the chapel building at Wauwinet and will move it to his hotel property for use as an entertainment hall and casino.

Judge and Mrs. William F. Solly observed the twenty-fifth anniversary of their marriage at their home in Norristown, Pa, on Saturday, the 9th instant.

Nov. 30, 1912

Reminiscences

Forty-five Years Ago.

Married, in Callao, Peru, September 21, Frank L. Crosby, formerly of this town, and Mercedes Tizon.

Married, in this town, 12th inst., by the Rev. W. H. Jones, Capt. Isaac B. Eldridge and Miss Sue Simmons.

Married, in this town, November 3, by the Rev. William H. Jones, James Watson and Miss Annie E. Sherman.

Steamer Cactus, from South Shoal on Wednesday night, reported a schooner, lumber loaded, aground on Great Point rip. She got off before morning.

Forty Years Ago

The first snow of the season fell on Sunday, the 17th instant.

The number of fish taken at 'Sconset, on Monday and Tuesday last, was 4,525.

Married, in Fall River, November 6, Hiram B. Farris and Miss Martha C. Westgate.

Thirty-five Years Ago.

Married, in this town, 18th inst., Charles H. James and Miss Emma F. Clark.

The First Congregational church has extended a call to the Rev. Mr. Angier, to become its pastor.

Married, in this town, November 16, by the Rev. C. E. Walker, Wallace A. Eldridge and Miss Louisa J. Joy.

Steam yacht Island Belle has been fitted with a three-fan propellor, to increase the speed of the little vessel. A trial of the new propellor was made with a trip to Wauwinet on Thursday.

Thirty Years Ago.

The steamer's trip was interrupted Monday by the heavy gale.

Married, in New Bedford, October 31, Benjamin Anthony and Celia L. Chase.

Married, in New Bedford, November 1, Allen B. Wilcox and Mrs. Delia M. Eastham.

Dr. Arthur Elwell Jenks has engaged to open the Thiel College Course in Greenville, Pa.

One of the masts of the sunken schooner Antoinette M. Acker came out of her during the gale this week.

Twenty-five Years Ago.

Improvements have been made to North Water street by Surveyor Smith.

Married, in this town, November 24, by the Rev. L. S. Baker, assisted by the Rev. G. E. Brightman, Frank M. Jones, of Nantucket, and Miss Lizzie A. Hussey, of Nantucket.

Miss Lizzie Riddell has been granted a year's leave of absence from her position as teacher in the Coffin school, and Miss Mary E. Starbuck has been invited to fill the position during Miss Riddell's absence.

Twenty Years Ago.

A new ice house at Maxey's pond, for C. E. Snow, is completed.

A vessel's hatch, apparently new, washed ashore at Quidnet, Wednesday.

Wendell Easton is a candidate for the office of mayor of San Francisco, Cal.

Married, in Middleboro, November 23, John C. Porter and Miss Edith M. Coffin.

Fifteen Years Ago.

Dr. Charles E. Congdon has located for practice at Berlin, N. H.

No boat Wednesday and Thursday, on account of unusually high winds.

The fourth annual reunion of the Sons and Daughters of Nantucket was held in Boston, Thursday, at Hotel Brunswick.

Married, in Rochelle Park, N. Y., November 12, Miss Winifred C. Bunker, formerly of Nantucket, and James H. Huyssoon.

A patent has been issued to Wendell Macy for an attachment for keeping a bicycle pedal always in proper position to receive the foot of the rider.

Ten Years Ago.

Married, in Boston, Nov. 25, Miss Catherine Craig and Harold Williams, Jr.

Married, in Newton, November 5th, John Henry Huttaff and Miss Grace Elkins.

A. T. Mowry, agent, has sold the Folger place, Cliff road, to Patrick B. Delany, of South Orange, N. J.

Francis, youngest son of Mr. and Mrs. Edgar W. Wilkes, underwent a successful surgical operation last week in the Children's Hospital, Boston.

Five Years Ago.

Snow storm Wednesday.

Roses are blooming still, all about town.

Haddock have struck on at south shore, large fares being landed.

The Marconi wireless telegraph station at Siasconset was destroyed by fire shortly after five o'clock on Friday morning, the 15th.

Marcus E. Howes has resigned his position as keeper of Brant point light, Everett Joy having been appointed as his successor.

Visiting Nurse.

Miss Woodworth, the visiting nurse engaged by the Nantucket Hospital Corporation, has arrived, and her services may be secured through any of the local physicians. It is hoped that she may be of great helpfulness to the people of the island through her availability to give trained and experienced service at a very reasonable price. If a person is absolutely unable to pay for her services the trustees hope to be in a position to make a partial abatement of it, or to enlist the sympathy of some generous person who will pay for the visit. The trustees want the nurse to be helpful to the island; that is their single object. How far they may accomplish it depends in great part on the amount of co-operation, of one kind and another, that these efforts meet with.



The Old Mill, which had two of its vanes blown off in Thursday's storm. The arms on the left of the picture were the ones demolished.

Water Front

Catboat Ida May was hauled out Wednesday for repairs.

The crew of bark Wanderer have shared up nearly \$50,000 from her last voyage.

Ten barges, laden with 14,600 tons of coal, have discharged at New Bedford this week.

Bark Alice Knowles took 60 barrels of sperm oil on her cruise from the western grounds to St. Vincent.

Schooner Fred Tyler has been chartered to bring a cargo of coal to Nantucket for the Cash Coal, Wood & Ice Company.

A mammoth lobster weighing 15½ pounds was caught by gill netters last week and attracted considerable attention in Provincetown.

Several of the New Bedford whalers are on the market, among them being barks Wanderer and Greyhound, and the schooner Pedro Varela.

The two-masted schooner St. Croix arrived Tuesday afternoon with coal for the Steamboat company. The vessel came over in charge of a Vineyard pilot.

Eugene M. Perry has been acting as chief engineer on steamer Gay Head, this week, the regular engineer being off duty on account of sickness in his family.

John J. Solosky, chief yeoman of the U. S. S. Fish Hawk, has received a letter of commendation from the secretary of the navy for jumping overboard at New Bedford, November 6, and rescuing a shipmate.

Owing to the heavy northwest wind, last Saturday morning, steamer Gay Head did not leave her berth until 10.30 o'clock, at which hour the wind had diminished considerably. The boat made the round trip, reaching Nantucket on her return at 5.15 in the evening.

Sloops Minnie T. Racket and Priscilla II are fishing out of Nantucket this season. Bait is scarce in other places, but owing to the plentiful supply of scallops, Nantucket is able to furnish the fishing fleet with a very good quality of bait, and the scallopers get a dollar a bucket for it. The only part of the scallop that does not bring a revenue this season is the shells.

One of the state steamers was in port Wednesday and Thursday and it was interesting to watch the actions of the boatmen as soon as they knew her identity. Instead of the unmuffled hanging from their motors at any and all hours, under-water exhausts were immediately brought into play and the boats flitted quietly about the harbor while the state steamer remained in this vicinity. After she departs—why, that is another story.

Schooner Elnora Hill came into port

Monday with a tale of an exciting experience out on Fishing Rip, which nearly caused the destruction of the little craft. It was when the weather came on rugged suddenly, with another fishing vessel lying close to the Hill. The two vessels were dashed together by the elements and it was only by the most skillful handling of the little schooners that the collision did not send them both to the bottom. The Hill was somewhat damaged and when she came into port was making water slightly. The escape of the vessel and her crew was due to the remarkable manner in which Captain Fitch handled the schooner in a trying situation.

At 25 cents a Pound.

ROASTING CHICKENS and FOWL, fresh-killed and in prime condition, for sale at 25 cents a pound. Telephone 52-4. MELVIN HARDY, 147 Main street.

Personal

Max Wagner came home for the holiday.

Miss Esther Hammond returned home Tuesday.

Dr. Arthur Garfield Rand has been in town this week.

Miss Alice G. Beebe was among the arrivals Wednesday.

Miss Nellie Mack has returned from a visit on the continent.

Mr. and Mrs. Lauriston Bunker returned home Saturday.

Judge John M. Waldron was a passenger from the island Tuesday.

Alfred Elmer Smith has been away on a short business trip this week.

Capt. and Mrs. John P. Conway are away for a short pleasure trip.

Mrs. Charles C. Morris and Albert Morris are visiting relatives in Salem.

Miss Stella Coffin Wing has gone to Providence to spend the winter with friends.

Fred Sylvia, of U.S.S. Washington, arrived home Wednesday on leave of absence.

Mr. and Mrs. Benjamin Chester Pease are enjoying a trip on the mainland.

Miss Marion Cook was among the passengers arriving on the Gay Head, Thursday.

Judge and Mrs. Fitz-Randolph spent the holiday with relatives in New York city.

Mr. and Mrs. Lester Hull have been to Boston this week on a short business trip.

Misses Harriet and Lelia Williams left Wednesday for a brief visit on the continent.

Frederick W. Marvin left Tuesday to spend Thanksgiving with his daughter in Providence.

Miss Nellie Sylvia left Saturday for Boston, where she is to take up the study of telegraphy.

Mrs. John H. Bartlett and Miss Marie Bartlett have returned from their Washington trip.

Guy Burgess came home Thursday for a visit with his parents, Mr. and Mrs. Charles E. Burgess.

Dec. 7, 1912.

Watches Ships Pass Cape Cod.

Fifty-two years ago the first weather report from Cape Cod was sent to the Chamber of Commerce at Boston from a little marine observatory perched on one of the highest sand dunes of the Cape, half way between Wellfleet and Provincetown.

Isaac M. Small, the 78-year-old marine observer of the station, is the man who sent the report. Since that time he has not lost a day at the North Truro observatory by sickness, is as hale and hearty as a man of 45, and is actively engaged in observing from sunrise to sunset the weather and the constant parade of ships that beat around the Cape.

The observatory itself is, perhaps, the oldest in the United States. Fifty-two years ago it had none of the facilities of modern communication. Today it has a wireless station, the telephone, the telegraph and everything up-to-date in the way of marine observation.

Seated in the tower, Mr. Small sweeps the horizon with a long telescope, from Nausett lights to Peaked Hill Bar, picking up the different ships and steamers that pass and reporting their position to the Chamber of Commerce at Boston. Five minutes from the time he sights a vessel, her position is known to the chamber.

The government weather signals are in Mr. Small's charge and four times a day he reports the weather to the Chamber of Commerce. Inbound steamers from foreign ports depend on Mr. Small for knowledge of in-shore weather conditions. From 250 miles out at sea they query him by wireless. In turn they advise him of storms at sea.

Recognizing ships far out at sea is something akin to second sight with Mr. Small. He hardly can explain it himself, but says that every ship has some feature that is unlike any other. Once in a while a foreign boat is not recognized until he is able to distinguish her name, but once seen she is never forgotten. Years afterward Mr. Small will identify the craft. During his more than a half century of service Mr. Small estimates he has reported 300,000 vessels, an average of about 20 a day.—Yarmouth Register.

Seen and Heard

Your storm windows on?

One half the world wonders why the other half lives.

He who courts public favor must always accept public criticism.

Men folks lose their temper about mighty small things—take the collar button for example.

Don't forget to send your friend a year's subscription to The Inquirer and Mirror as a Christmas gift.

The annual gymnasium exhibition will be held in the Athletic Club hall on Thursday evening, the 12th instant.

A large gang of sportsmen came to the island Saturday afternoon and the following day went to Muskeget for an outing.

A dealer in skins says that skunks make the strongest and also the best-wearing furs. No one will hardly dispute the first statement.

"We don't," says Rev. John Snyder of Nantucket, writing to the Boston Herald, "need more machinery, but a deeper sense of political consciousness."

That New York girl who insisted on being married in short skirts evidently wanted to demonstrate to the guests that she was not marrying because of a lack of means of support.

Nantucket was visited by quite a severe southerly rain-storm, with high wind, between sundown Monday and sunrise Tuesday. The rain-fall was heavy while it lasted, but the storm was followed by fine springlike weather and a flat calm.

Frank Riddell is deserving all the complimentary remarks he is receiving for the excellent work he did in installing the town's heating plant in the chemical engine-house. It is one of the best plumbing jobs in town—as even his competitors will testify.

Reminiscences

Forty Years Ago

The first snow of the season fell on November 17th.

Married, in Wareham, Nov. 17, Charles H. Barrett and Miss Emma Jane Lucas.

Married, in this town, Nov. 21, Joseph A. Grant, of Chelsea, and Miss Mary J. Beekman, of Nantucket.

Thirty-five Years Ago.

Schooner Abbie J. arrived Saturday with 4000 codfish.

Miss Florence Easton is to enter Vassar College, Poughkeepsie.

Charles H. James is to take the place of David Hall on the South Shoal lightship this winter.

Schooner Charles Kelly, reported last week ashore off Coatsue flats, was hauled off Saturday morning by steamer Island Home.

Thirty Years Ago.

Married, in Foxboro, 9th inst., Walter H. Bunker and Miss Annie L. Ford.

Married, in Dorchester, N. Y., Nov. 8, Silvanus F. Jenkins, Jr., and Miss Lillie Macy.

Married, in this town, Nov. 12, by the Rev. J. A. Savage, Charles H. Douglas, M. D., and Miss Marietta Taylor.

Schooner Minnesota struck on the southern end of Great Point rip. Thursday morning, and daylight revealed her with a signal set for assistance. Steamer River Queen pulled her off the shoal and towed her into Vineyard Haven, leaking badly.

Twenty-five Years Ago.

Schooner W. O. Nettleton is loading for another Boston trip.

M. Rothenberg opened his new store, corner Main and Orange streets, last Thursday.

The Aaron Folger house, Milk street, has been sold by Arthur H. Gardner to William R. Morris.

Married, in this town, Nov. 26, by the Rev. George E. Brightman, W. Fletcher Winslow and Miss Helen F. Swain.

Twenty Years Ago.

It is planned to introduce drawing into the public schools.

Sixty miles per hour was the velocity of Tuesday night's gale.

The fishermen at 'Sconset landed 200 haddock and cod, Sunday.

Miss Anna Folger left Monday for Boston, where she will study shorthand to fit herself for office work.

Fifteen Years Ago.

Sportsmen who were here last week bagged 59 rabbits and 7 ducks.

The mercury dropped to 19 degrees on Wednesday, and some snow fell.

Mooers lane has been put in good condition by Road Commissioner Chadwick.

Fishing steamer Petrel went out through Haulover Inlet, Tuesday, and brought in 400 codfish.

Ten Years Ago.

Married, in Lynn, November 5, Mabel Cary and Walter E. Tobie.

A. T. Mowry, real estate agent, has sold to George W. Daw, of Troy, N. Y., the Henry Mitchell property on Cliff road.

A new road has just been completed by the street department, connecting Cliff road and Lincoln avenue, styled Grand avenue.

The ninth annual reunion of Nantucket's Sons and Daughters was held at Hotel Vendome, Boston, on Friday evening, Nov. 16th.

Five Years Ago.

Miss Florence Manter celebrated her fifteenth birthday anniversary on Wednesday evening, November 27, entertaining a number of young friends.

The new motor car for the Nantucket Central Railroad arrived Tuesday, and on Wednesday was given a test, making a run to 'Sconset in 19 minutes.

Everett Joy has assumed his new position as keeper of Brant point lighthouse.

Water Front

Over a thousand kegs of scallops were shipped from Nantucket during November, to the New York markets alone.

A large fleet of smacks were fishing south of Nantucket last Sunday, some of them being close in shore, where cod and haddock had "struck on."

Relief light vessel No. 66 is substituting for Pollock Rip Light vessel No. 47. The relief vessel shows lights and sounds having the same characteristics as those of the regular vessel.

The three-masted schooner Charles E. Wyman arrived in port on Friday afternoon week, with coal for J. Killen & Son, being the first vessel to discharge at the new shed on Straight wharf.

The Gay Head has been withdrawn from the local route for the winter, going to New Bedford on Sunday last, the Sankaty having come down to start on the regular schedule Monday morning.

Schooner Charles E. Wyman is to winter at Nantucket again this season and was hauled into a berth at Straight wharf on Tuesday, where her

crew have been busily at work snug-ging things up above and below decks.

A new fish freezer soon will be ready for business at Sandwich. All kinds of fish and bait will be "stored" in the place and in case of a shortage of fresh bait the local fishing fleet will be able to secure it from the freezer.

The Atlantic Company, manufacturers of motor boats at Amesbury, Boston and New York, filed a voluntary petition in bankruptcy, Tuesday, in the United States District Court, disclosing liabilities amounting to \$55,655, and assets of \$49,623.

A school of 100 eighteen-foot black-fish got lost in Barnstable harbor Thanksgiving Day, and turkey dinners were forgotten for the time being, while the inhabitants were securing the lot as they tried to swim on dry land. The fish will make about 100 gallons each and have been sold to New Bedford parties.

Steamer Sankaty came over from New Bedford, last Saturday, with the heaviest load of freight (in actual tonnage) ever brought to Nantucket on a steamer. Besides a large amount of general merchandise, two carloads of lumber, many tons of curbing, etc., the boat brought a new boiler for Killen & Son's ice plant, the weight of the cargo settling the Sankaty down to ten feet draft for the first time.

Before long the dredgers will be at work in Nantucket harbor. Next year more and larger yachts will visit the island. If we keep at it from year to year, and the state board maintains the interest in the project that it seems to at present, Nantucket will before many years have one of the most accessible harbors on the Atlantic coast. It is already one of the safest and most picturesque.

Although a year ago more pollock were caught off the Maine coast than ever before in the history of the industry, fishermen report that this year very few have been landed. Some of the men declare that the scarcity is due to the fact that many of the fish caught last year were dumped into the water. Gloucester fishermen are said to have had a fairly good pollock season.

A strong gust of wind lifted Captain Merriman's hat from his head, Monday afternoon, while he was docking the Sankaty, and sent it scudding away towards Brant point. Blessed with a thick hirsute growth, the loss of his hat did not prevent the skipper from maintaining his dignity and as soon as the boat was docked he unearthed another piece of head-gear and banished all thought of the other.

The Land Below 'Sconset Bank.

In the year 1886 a large tract of land below 'Sconset bank, extending between the North and the South gulley, was ceded to the Proprietors of Common and Undivided Lands of Nantucket, by Henry Coffin, to be held in trust as cited in the quit-claim deed recorded at that time in the Nantucket Registry of Deeds, which reads as follows:

QUITCLAIM DEED.

Grantor—Henry Coffin.

Consideration—\$1.00 etc., paid by Allen Coffin, David W. Burgess, Robert B. Coffin, of Nantucket, trustees.

Grantees—Allen Coffin, David W. Burgess, Robert B. Coffin.

Habendum to Allen Coffin, David W. Burgess, Robert B. Coffin, trustees, their heirs, successors and assigns.

Dower and homesteads by Eliza Coffin, wife of Henry.

Signed and sealed by Henry Coffin and Eliza Coffin.

Acknowledged by Henry Coffin, before George W. Macy, Justice of the Peace.

Description.

"A certain tract of land in said County of Nantucket, described by the Lot-layers of the Proprietors of the Common and Undivided Lands of the Island of Nantucket in their return dated January 25, 1886, as follows:—"All the common land in and near the village of Siasconset, whether above or below the bank, contained and enclosed within the limits of the map or plan herewith presented", (See Proprietors Records, Book 6, page 46, and also Book of Plans No. 2, page 44); meaning to convey hereby all the right, title and interest set off to me by the Proprietors of the Common and Undivided Lands of the Island of Nantucket, January 25th, 1886; to have and to hold the granted premises with all the privileges and appurtenances thereto belonging to the said Allen Coffin, David W. Burgess and Robert B. Coffin and their heirs, successors and assigns forever, upon trust, to dedicate said land to the use of the inhabitants of Nantucket and to prescribe the regulations under which such use shall be enjoyed, and in the execution of said trust the following provisions shall be followed, viz:

Firstly: The trustees shall allow no building or other obstruction of any kind to be erected or maintained on the premises, except bath houses, to be used as such.

Secondly: In case a vacancy occurs among the trustees, such vacancy shall be filled by the Proprietors of the Common and Undivided Lands of the Island of Nantucket at a meeting of said Proprietors duly called for that purpose, after ten days notice thereof by advertisement in some newspaper printed in Nantucket County."

The Cape Cod canal is said to be five-eighths completed.

FOR SALE

FOR SALE or TO LET—The Holway House, partly furnished. Eighteen rooms, including bath; extra toilet, set tubs, Gurney hot water heater. Very desirable for private residence or lodging business. For further particulars apply to George E. Mooers, or by letter to Mrs. Eleanore E. Brown. d7 2t

FOR SALE—Upright piano and a lot of household furniture. Mrs. E. H. Sanborn, 11 No. Water St. 1t

FOR SALE—A few fine pure-bred Brahma Cockerels. At Cherry Grove Farm. d7 tf

FOR SALE—Fresh-dressed Poultry, 25c pound. Oliver C. Backus. 1t*

FOR SALE—Cottage Content, at Brant point, formerly known as the Gurley property; has large, choice water front, large dwelling with twelve bedrooms, baths, immense living-room, spacious piazzas, etc. For inspection and further particulars call on Anthony W. Ayers. n16 tf

Noted Men of Our Town.

Each town boasts of its noted men:
I claim a few for mine, sir.
Although their worth may ne'er be known,
I'll place them in a rhyme, sir.
There's Alec Egg who burnt the beans,
And Sammy Manter, too, sir,
Still vends his eels, while, as of old,
The boys chase Daddy Boo, sir,
Sam Holmes as ever still enjoys
His classic name of Cat, sir—
While o'er his eyes young rascals pull
Poor, old Bill Hussey's hat, sir.
Hap Hazard makes his wooden spoons
And gathers herbs for sale, sir.
Fred Hoeg drives the herd still, o'er
The sand banks, hills and dales, sir.
Dan Coffin's last horse died for want
Of barrel staves to eat, sir.
Fred Parker keeps his hermitage
And George Gibbs peddles soap, sir.
Reub Waldron thought he'd borrow ducks
And stow them in his sack, sir;
But ducks will yell, and evermore
He'll bear the name of Quack, sir.
Reub Ramadell keeps his shanty now
Upon the 'Sconset bank, sir.
Bill Bowen lives in Sachacha
With Nancy near his flank, sir.
Alec Bunker thinks it hard to find
With Griff, the Polpis track, sir.
After they've had a spree in town
Bill Henry drives them back, sir.

Willie Folger charges fifty cents
For sawing wood per cord, sir.
George Fisher Clark a mason is
And trots around a hod, sir,
There's William Chadwick, often called
By his ancient name of Char. sir.
John Olin, Willie Folger hires
And pays in cent cigars, sir.
And Charlie Gardner fishes it
Upon Coatue shoals, sir.
While Gardner Lamb steals down the dock
And lugs off Perry's coal, sir.
Bill Clark sells Boston Herald's yet,
Frank Coffin peddles soap, sir.
And Tow-line T. a carman is,
And Hosier buys old rope, sir.
There's Obed Cottle and Punk Holmes,
They've left their island home, sir,
And California, Mr. Holmes
Has taken for his home, sir.
There's Peter Raymond, often called
Tom Pepper Tell-a-fellow,
While Lydia Chadwick trains along
And Dobbin S. must follow.
There's Byron Beekman, Uncle Snow,
And others of their stripe, sir,
Hang round the town, and in a crowd
You'll see the form of Types, sir.
We could fill a sheet of other names,
Of this I have no doubt, sir.
We'll leave them now for something else,
The subject is played out, sir.

Note—The above familiar jingle was written by the late Edgar Allen when he was attending the Nantucket High School in the 60's. With the exception of "Billy" Bowen, the "noted men" referred to have all long since passed on.—Ed.

NING, DECEMBER 21, 1912.

The Nantucket Hospital.

At last, a hospital for Nantucket is a reality. The Este property on West Chester street, comprising a well-built, furnished house and second building, with 20,000 square feet of land, has been purchased by the Nantucket Cottage Hospital Corporation.

It will be at once realized that the situation of this property is ideal. The house has a clear view to the southwest across green meadows, with nothing to obstruct the sun and the prevailing summer breeze in their mission of healing and invigoration to the sojourners within. On the north, the high bank at the rear breaks the force of the winter winds and storms. The choice of this situation and property meet with the enthusiastic approval of the physicians, as well as the trustees and members of the corporation, and it has been purchased at a reasonable price.

In order to do some painting and accomplish some small betterments, and convert the outlying building into a surgical ward and operating room, some of the funds on hand or pledged must be reserved. This will necessitate placing a mortgage on the property. The trustees feel that the fullest publicity only will evoke and sustain the interest and help which the institution deserves, and which the people may fairly be expected to supply.

People naturally dread the very thought of going to a hospital. They cannot complacently think of their friends going. But such considerations should not be allowed lodgment in the mind before such superior ones as that sickness and accident always

have occurred and always will, and that the only way to meet the inevitable is to make the best preparation for it.

Good nursing saved one life this week. Anybody who has any experience of the world knows that a hospital is a place where people are saved that would die, not a place where people are put to death who otherwise, and in spite of every unfavorable factor, would recover.

May our people, for their own sake, avoid all prejudice against or even in favor of this institution. The best thing for us all is a reasonable, interested, hopeful and helpful attitude, and if we do our level best for it always, no doubt there will be heights of sacrifice and generosity touched at times which will reward us all and eventually put the hospital on a firm foundation.

The trustees would like, first and foremost, a day's wage, or equivalent, from everybody in Nantucket who feels able and willing to so help the cause along. A payment of \$2.00 a year will insure membership in the corporation, and Alanson S. Barney, the treasurer, will be pleased to receive and receipt for such payments.

One may become a life member, exempt from annual dues, by the payment of \$50. Larger sums are needed also, to wipe out the mortgage and to build up an endowment fund, the interest of which is to be used for maintenance.

Personal

Captain Furber, of steamer Gay Head, is home for a well-earned vacation.

Mrs. S. S. Howes left this week to spend the winter with friends in Brookline.

Miss Marjorie Folger has secured employment for the winter at Pinehurst, N. C.

Mrs. K. L. Richards has sailed from New York for her winter home in Bermuda.

Mrs. Nancy J. Allen and Miss Clara Allen have gone to Aiken, S. C., for the winter.

Mr. and Mrs. Benjamin Chester Pease returned Tuesday from their vacation trip.

Mr. and Mrs. Eugene S. Morris, who have been away several weeks, returned home this week.

Mr. and Mrs. Herbert Galston Worth have gone to New Bedford to spend the winter months.

Mr. and Mrs. Benjamin Cartwright left Tuesday to spend the winter with their daughter in Norfolk, Va.

Mr. and Mrs. George Myrick Lake entertained at whist, Wednesday evening, at their home on Orange street.

Miss Baxter and Miss Bridgman have closed their cottage on the point and gone to Chatham, N. J., for the winter.

Mrs. Bentley and children came down from New Bedford on Tuesday, to make their home here with Agent Bentley, of the Adams Express Company.

THE EVOLUTION OF SIASCONSET.

A History of the Place, from Its Inception to the Present Day.
From Original Notes by E. F. Underhill, Revised and
Enlarged Upon by R. B. Hussey.

Copyright, 1912, by R. B. Hussey.

EARLY LIFE AT 'SCONSET.

When a social life at 'Sconset became an assured fact, more homelike and further conveniences were a necessity. Rain water was found insufficient for the needs of families. So, in 1776, when the representatives of the rebellious colonies assembled in Philadelphia were only able to DECLARE their independence of King George III, the 'Sconset fishermen, in a substantial form, achieved their independence of casks placed under the eaves to catch the rainfall from the roofs. They passed around the hat, and from the collection taken they were able to sink a well more than six fathoms deep, and its pump not only lifted the water from the earth and slaked the thirsts of four generations, but honored a daily newspaper printed on Nantucket Island by giving it a name. In 1887, "THE 'SCONSET PUMP," the organ of local news and society gossip, was projected by Gustav Kobbé, the magazine writer, and published by him and Roland B. Hussey, of the Nantucket Inquirer and Mirror, and was carried through to the end of the season. Cisterns, in later days, were found to be a convenience, especially on wash-day—the blue Monday of the housewife. Small cellars, in time, were dug, in which to store supplies.

Though the interiors of the little fishermen's cottages remained with scarce any change of form since the early part of the century, within them improvements were made as their owners waxed prosperous and convenience demanded. A wooden sink was put up in the kitchen, to be followed later by iron and soap-stone ones. More shelves were placed where needed. One by one board chimneys disappeared, and in 1820 the last one was taken down. They were replaced by those of brick, which today attract the attention of observing visitors because of their ludicrous disproportion to the dwellings they surmount. Some are nearly three feet square above an apartment perhaps not more than twelve by fourteen feet.

A startling innovation was made by a well-to-do fisherman that aroused the jealous criticism of all his neighbors. He actually caused the interior of his dwelling to be plastered! For years thereafter he was the subject of animadversion, which did not cease until the last family was able to indulge in the same extravagance. And such plastering! Laths or lath lumber were not easily obtained on the island. But 'Sconset ingenuity was equal to the emergency. Bark was peeled from cedar logs, spread flat, split in strips in portions of its length, placed on the studs and furrings, stretched apart and nailed fast. The mortar was pressed by the plasterer's trowel into the interstices, and when hardened it was firmly held in place. If space were available on the side of the jamb of the fireplace, a closet was made. Others, some not larger than a cabin locker, were placed elsewhere. The rungs of a ladder in place of cleats were fastened against the perpendicular partition, and sometimes a set of rudely-built steps, as steep as those in the companion-way of a small coaster, were used to climb into the attic. On the walls hung an age-stained engraving or two, or a crudely executed water-color picture, and a sampler. On the latter were worked in worsted the letters of the alphabet, a pious maxim, and perhaps the effigy of an impossible sheep or the ark of Noah, broadside to. Curtains of white muslin were suspended on pieces of cod line by the windows. On the high mantelpiece lay the family Bible. In its reading the women found pious consolation.

So, during the fishing seasons, home life was a reality at 'Sconset. At night the family gathered around the hearthstone and watched the sparks as they were drawn past the crane and pot-hooks up the chimney from burning wood, resting on heavy andirons, or from peat blazing on an improvised grate, and the bright glow sufficed for the enjoyment of the social intercourse of the household; and even when neighbors lifted the latch and took their place in the circle for a quiet chat. It was only when they desired to read that a candle or a whale-oil lamp was lighted. The ashes from the wood fires were a valuable factor in the household economy, and were carefully treasured. Babbitt, and Higgins, and Colgate, and Pear were unthought of soap-making possibilities within the womb of time. Commodities brought from the "Continent" cost money, and a great deal of money for a 'Sconset fisherman to pay. Nothing was purchased if something responding to the want could be made at home; and this spirit holds good today. Toilet soap was unknown. A piece cut from a bar of common yellow soap was put in the wooden lather box for use on Sunday morning, when, armed with a razor of uncertain quality but generally a certain dullness, the fisherman with reckless movements shaved off a week's growth of beard, and gashed his face in half a dozen places, even after he had sought to sharpen its edge on the leather cover of the Bible.

Hard soap, at all times, was sparingly used. The home-made article answered nearly every purpose. The ashes that had been saved were put into a leach set up out-of-doors, and water was poured over. It percolated the mass, absorbed the potash, and slowly dripped from the bottom into a tub. The refuse grease from the kitchen, that had for months been accumulating, was tried out. Then an event important, as well in its social as in its economical aspects, took place. A friendly neighbor was called in to aid the thrifty housewife. They lifted their gowns from over their heavy woolen or quilted petticoats, pinned them around their waists, and put on

Lynn Men On a Visit to Nantucket.

By E. E. Strout in Lynn Item.

Many of Lynn's citizens and business men know something of the delights of a week's recreation on this famous but quaint old island, Nantucket. During the past 25 years I have always made from one to three trips every year, and have always had from one to three guests from Lynn. To the weary and tired man of affairs, no place on earth is better adapted to put new life, both mentally and physically, into those who are in need of absolute rest.

Recently a party consisting of Arthur G. Wadleigh, Gene Brann, George A. Parry, Alden Mills and myself, left all care and worry behind and started for a week's good time on this famous isle of the sea. Leaving the South station at 7.33, we arrived at Woods Hole in time to take the boat for Nantucket at 11 a. m. There is hardly a mile of this whole trip which is not of historical interest. It was near Woods Hole that Captain Gosnold, 300 years ago, made the first landing in this section of New England. The United States fish hatchery is located there, and annually puts millions of cod and lobsters into the sea at No-Man's Land.

Our first stop was at Cottage City (now Oak Bluffs). Just before reaching the wharf we were reminded of one of those pathetic sea tragedies which are so numerous all along the New England coast. In the great storm when the Briggs was lost on Little Nahant, with all on board, a three-master in Nantucket sound was driven across to Cottage City. All hands were lashed in the rigging except the captain, who had previously been washed overboard.

The mate took the captain's four-year old boy, and put him inside his heavy oil coat, next to his own body, and lashed himself to one of the masts. As the vessel raced before the gale, she soon struck on the shore at Cottage City and went to pieces. Had she been but 20 feet further south she would have gone through a canal into Lake Anthony, and all would have been saved. They were all frozen, the mate and the boy, still lashed together, being found on the beach the next morning on a piece of mast. The vessels bones can still be seen as the steamer comes up to the wharf.

Leaving Oak Bluffs, the next point of interest is passing Cross Rip lightship. The steamer passes within 30 feet of the lightship, giving passengers a chance to throw aboard anything they may wish. We undertook to throw a gunny bag, containing papers, magazines, cigars, candy and other refreshments, but made a poor throw, and the bag landed in the water. It was not lost, however, for they lowered a boat and secured it.

We arrived at Nantucket at 2 p. m. for a week's sport—the home of the succulent scallop and little necks, which abound here, and oysters that have no superior for flavor in the world. The mother of Benjamin Franklin was born here, as was also Maria Mitchell, the great astronomer, who resided in Lynn many years. Lucretia Mott was also a native of Nantucket.

heavy aprons. Thus attired, they filled a kettle out-of-doors with the lye and grease, and a day was consecrated to boiling soap. With sticks they vigorously stirred up the thickening mass. They watched the boiling bubbles and in the loving confidence of womanly converse, discussed in subdued tones the private affairs of their neighbors until each had learned all that the other knew, and their united skill had filled a barrel with skin-scouring, pore-penetrating, soil-searching and scurf-scattering soft soap that was to maintain cleanliness in the household for the coming year.

In time, the affairs of the fishermen at Siasconset improved under another influence. The whale fishery from the island had increased in extent, until nearly two hundred sail of vessels were going from Nantucket



A group on 'Sconset beach in 1872, showing several of the old 'Sconset fishermen and the type of dory used at that time. From left to right in the group are Cromwell Morselander, Alexander Paddack, Joseph Sheffield, Albert S. Clark (with oar), Valentine Aldrich, Horace Hewitt, Valentine Holmes (with oar), Philip L. Holmes (sitting on beach), Amelia Morris and Josephine Holmes in the dory, and George Wilber (with bucket on arm). Of the persons in this picture, Albert S. Clark, Philip L. Holmes and Amelia Morris (Mrs. William C. Ray) are the only ones still living.

Note.—The first man on Nantucket to change from fish-boat to dory was Asa P. Jones, who brought the first dory to the island and fished in it off 'Sconset. His mates declared the dory "too ticklish" a craft to use with safety, and it was two years before any of them ventured to use one, when Asa had clearly proved the sea-worthiness of the type.

to distant seas and returning after absences of two, three and sometimes four years, laden with oily wealth. Officers and sailors alike visited 'Sconset for pleasure trips, or for protracted stays. At least two taverns were maintained with entertainment for man (New England rum could be had at three cents a drink) and fodder for beast. Prohibition had not been set up as a barrier between man and his appetite. Yet, at times licenses were refused. Then as now, devices were resorted to to avoid penalties. Aunt Betsy Cary was equal to the occasion in the winter. When rum was called for in her quiet little hostelry at 'Sconset, she could only sell them ice. Ice was ordered. When melted, it had a pronounced flavor of rum. Probably rum had been stealthily added. With molasses added, patrons were satisfied. A bowling alley and a billiard table were found to be paying investments. Young men from the Town, sailors and others, stowed themselves and their sweethearts into "spring" or "tip"-carts and rode out at night for a social time, returning home, sometimes in the small hours of the morning. Between the results of the spring and fall fishing, and the patronage from the Town, old 'Sconset was near its zenith.

In those days the road from Nantucket to 'Sconset followed whatever line was the easiest for travel. It was not until many years after the place had reached its full proportions as a fishing village, that Main street was projected and opened. On either side of it, prosperous islanders began building residences for temporary occupancy, and 'Sconset became to Nantucket what Newport is to New York, and Atlantic City to Philadelphia. Following the traditions of house-building in the place, most of the structures were put up in sections, and in time assumed comparatively pretentious proportions.

The ever-restless waves have a peculiar fascination for those who have never seen waters larger than navigable streams or small lakes. But the Nantucket family was born within sight of the sea, and many of its members had been tossed upon its bosom. The surf beating on the shore had no charms for them. They preferred a situation where they could see no vehicles, from the chaise of the whaling merchant to the tip-cart of the less fortunate, as they passed from and to the Town. So, building went on, until about 1845 'Sconset had then reached the fulness of its growth, with some sixty odd houses, of which near fifty were the little fishermen's cottages in their final forms, and were the nucleus of what has now reached about two hundred and fifty residences, including three hotels. Besides these, the stables, workshops, bathing pavilion, and the big Casino—occupying nearly an entire block in the centre of the village, and sharing with the golf club the social features of summer time—make a total of over three hundred buildings. Within five minutes' walk the stately cottage and fisherman's cot may be seen in contrast.

But from other parts of the island buildings have disappeared by the hundred. When the whale fishery ceased to be profitable, the prosperity of Nantucket received a blow from which it did not begin to recover for more than a generation. The islanders had put their trust in ships' bottoms.

Nantucket was discovered in 1602 by Bartholomew Gosnold, an English mariner, who in a small bark, with 32 companions, passed close to Nantucket, landing on one of the Elizabeth islands. The Earl of Sterling obtained the grant of all the islands in this section, and in 1637 sent James Forret to New York to dispose of it. He sold all but one-tenth of Nantucket to Thomas Mayhew and son, for "thirty pound current pay, two beaver hats, one for myself and one for my wife." Of the 360 Indians who inhabited this island when the settlers arrived, 222 were carried away by disease, which visited them in 1763. The remainder gradually disappeared, the last full-blooded Indian dying in 1822.

Sheep raising was formerly a prominent industry. In 1775, 15,000 sheep were herded here. The annual shearing was the occasion for a general celebration, and many strangers came to attend the festivities. The last shearing occurred in 1847. The first chief magistrate appointed in 1671, received as his salary an annual tax of four barrels of merchantable codfish.

Just outside the town, to the west, stands the old mill, built in 1746. The timbers used in its construction grew just across Dead Horse valley to the south. There is no timber on the island now, the last remnants being in the shape of the old rail fences, which abound. Thirty years after the settlers had taken up their abode here, the taking of whales commenced. Whales in large numbers were frequently seen not far from shore, and to devise a means for their capture was a problem which the inhabitants undertook to solve. They were successful and whales were soon being taken by means of small boats. The south side of the island was divided into four beats, masts erected on the bluffs and lookouts stationed with a horn to call the boats' crews and advise them of the whereabouts of the whale.

After capture the whale was towed ashore to the try-works on the beach, where the oil was extracted, placed in barrels and carted across the island. The growth of the industry was rapid, and in a few years sloops and small schooners were fitted out for short voyages. In 1772 two Nantucket whaleships sailed for Sandown, with cargoes of oil, and after unloading they were chartered to bring cargoes of tea to Boston. Upon their arrival in 1773 the tea was promptly thrown overboard, thus making a familiar bit of history.

At the breaking out of the Revolution in 1775 the whaling fleet numbered 140 sea going craft. The war proved to be a disastrous blow, as nearly all the vessels were lost by capture. After the peace of 1783 the business again was revived, with larger ships and longer voyages taken, some as long as four years.

The first ship to fly the American flag in a British port was the Bedford, Captain Moore, from Nantucket, with a cargo of oil, in 1783. In 1761 the ships from Nantucket were the pioneers of the whale fisheries on the Pacific coast, and the first whaler to

The bottoms fell out. To remain, was for thousands to tempt starvation. The population diminished from over nine thousand in 1840 to less than three thousand in 1879. Houses were deserted. Some went into decay and ruin. Others in time were taken down and their parts transported to the mainland. The angel of destruction had unfolded his wings and nearly

all the carpenters left the island. The few that remained in the hope that the tide of adversity might still be stayed, found their only vocation in dismantling the structures their predecessors had built. The most active builder was for three years thus employed. When that was lost to him, for seven years he came to 'Sconset to earn a precarious subsistence by fishing. In 1858, Asa P. Jones, the one carpenter left at 'Sconset, sold his tools to one of his craftsmen, George Rogers, who carried them to Providence, where for a quarter of a century he followed his trade, came back to the island with most of Jones' tools still in his possession, and made his home in 'Sconset. Jones had not missed them.

For twenty-five years he did not earn a dollar at his trade. He farmed and fished, and fished and farmed; he sheared his sheep, and set his hens, and sold his wool, and his chickens and eggs, and tried to believe that there was still a world cavorting through universal space and that he was living on it. One day, in 1875, he was shocked as if by a thunderclap. William J. Flagg, of New York, told him that he wanted to have a house built in 'Sconset, and a 'Sconset house at that. When Jones recovered from the astonishment, he put his hand to his starboard ear, and asked Mr. Flagg to say it again. It was repeated, and the word 'Sconset, in both cases, was pronounced with an extra big capital S. The house was built, and was occupied by its owner and his family for several years. It was the first house to illustrate the renaissance of 'Sconset architecture. Asa's constructive skill came into demand. More 'Sconset houses were built by him and his successors. Each year the number has increased, and they will exist when the last of the old fishermen's cottages shall have been so altered as to leave no vestige of old 'Sconset to remind one of its existence.

(To be continued in our next issue.)

Lynn Men On a Visit to Nantucket.

Continued from First Page.

round Cape Horn was the ship Beaver, Capt. Paul Waitt.

In the War of 1812 many ships were lost, and the inhabitants suffered the greatest distress. After peace was declared, the industry was again revived with renewed vigor. New and still larger vessels were constructed, and the wharves strewn with anchors, try pots, timbers and oil casks, and lined with whale ships fitting out for long voyages, gave an air of life never before seen.

In 1840 Nantucket was the largest whaling port in the world. The decline of this industry dates from the fall of the price of oil in 1842, voyages of four years often ending in total failure. The great fire of 1846 destroyed more than \$1,000,000 worth of property, the population then being nearly 10,000, and the gold fever of 1849 drew heavily on the inhabitants. The last whale ship sailed in 1869, and the whale business, as far as Nantucket is concerned, became extinct. The population of the island today is about 3,000.

The historical museum has many interesting exhibits. The jaw of a whale, 17 feet long, weighing 800 pounds, is to be seen. The length of the whale was 87 feet and the weight about 200 tons, the yield of oil being 106 barrels.

Another interesting bit of history is the tablet upon which is inscribed the names of 21 Nantucket sailors who served on the Ranger and Bon Homme Richard, under John Paul Jones, in the Revolutionary War, and that of Lieutenant Pinkham, U. S. N., whose personal efforts were the means of preserving the birthplace of John Paul Jones in Scotland. Nantucket is now a charming summer resort, the population running as high as 20,000 in the height of the season.

As soon as we arrived the first thing to do was to get a week's supplies, after which we took teams across the island to Maddaket, where the gunning camp, which was secured in 1904 by William B. Littlefield, the late William Lacroix and myself, is located. We have a comfortable 10-room house, where all the comforts of home are enjoyed while on these trips, about 65 acres of land, one and one-half miles of which border on the bay of Maddaket. This bay has no superior as a place for gunning and fishing. Black ducks, brant, bluebills, whistlers, shelldrake, dippers, all species of coot and many wild geese in the season.

In the water are abundance of scallops, oysters, little necks, quahaugs, eels and the common clam, bluefish, mackerel, sea trout, weakfish, flounders and lobsters in their season. In the fresh ponds near our habitation pickerel and perch are in abundance.

We found the house well warmed and aired out on our arrival by a native to whom we always send word in advance to have everything ready when we arrive. He is quite a noted character, whose reputation for energy and the strenuous life is somewhat noted, which was demonstrated last year by his letting his potatoes freeze in the ground while he was too busy studying the signs of the weather and could not get time to attend to such a little matter as digging of spuds.

This interesting character is known by the name of Hi-Gib-Long Joe. Parry took great interest in Gib-Long, and thought he would like to visit him at his own house. Now Gib-Long is possessed of a fine domicile, situated on Eel creek, about one mile distant, presided over by a charming better half, who knows the art of good housekeeping to perfection, and Gib-Long is very proud of her.

Parry, after engaging him in conversation a short time, thought he would like to know more about him,

and asked Gib-Long if he was going to be at "home in the evening." "I dun-no; why?" asked Gib-Long. "I thought I would come over and spend the evening," said Parry. Looking sharply at Parry for a moment, from the ground up, he slowly removed the glass from his lips and curtly said, "I don't think I will be at home to-night." Parry took the hint and did not press the matter further.

We were soon comfortably settled and shortly seated around the table for supper, with steaming coffee, fried codfish—caught that day—hot biscuits and desert of fresh made apple pies. Having had no dinner that day we certainly made the cook look worried.

After our sumptuous repast and the table cleared away, the evening was passed in a very enjoyable manner, by listening to songs and recitations by our city solicitor and George Parry. Some of the old classics rendered by Wadleigh were gems long to be remembered, especially that grand old epic entitled the "Wicked King."

After listening to songs by Parry and more recitations by the judge (Wadleigh), we wound up our first evening by all joining in the chorus of the "Battle Hymn of the Republic."

Next morning, bright and early, we were aroused by Dunham (our guide), who informed us breakfast was about ready, and to "get a hustle on." We did not need any urging, as the odor of coffee, ham and eggs, and baked Nantucket potatoes were sufficient to make us move into our gunning clothes as fast as our joints would allow.

A word about our guide, and general all around man, Marem W. Dunham, who has served my guests and myself in all our trips to this island for the past 25 years. I wish I had space to describe the many experiences I have had in the line of sport on the wild and tempestuous shores of Nantucket in the fall and winter months. Most of these trips have been pleasant, but there have been times when scudding before a cold northwest gale, and beating against a cold northeast storm of sleet and snow, has not been altogether an enjoyable occasion, but with Dunham's skill as a boatman there has never been the remotest danger from mishap, so far as I could see. Tide rips, shifting sand shoals, have no terrors for Dunham. A man of iron nerve and physique always doing something for the pleasure of the parties he has in charge, constantly uneasy for fear he cannot do enough, one can imagine how fortunate it is to have such a veteran always with you.

Breakfast over, preparations were soon made to go to the island of the Muskeget Gun club, of which I am a member. Our reason for leaving Maddaket so soon was that birds were more plentiful on that island at this time. Arriving there about noon, dinner was soon served, after which we started for one of the outlying points, where we set our decoys, got into the blinds and waited. Soon a single shelldrake came along, which

we captured, then more and more kept coming along until we had bagged 14 ducks. Parry making the star shot of the afternoon.

It was now 3 p. m. and the tide was just right to visit the oyster beds. We were soon back in our boat, after oysters. Arriving at the beds we

were soon out of the boat getting oysters by the hundred. Getting all we thought we could consume during our stay, we again started for the club house. For supper we had scallop stew, little necks, baked oysters and on the half shell. Soon after finishing our repast, we observed the judge, with pencil and paper, busily making figures. On being asked what problem he was trying to solve, he said he was trying to figure out how much such a layout would cost at the Relay house, and as near as he could make it, it would cost the crowd about \$83.50, if they consumed little necks, oysters and scallops as recklessly as they had that evening, and Brann agreed that the judge was right.

Our second evening was passed by reminiscent stories by Dunham telling in detail some of his escapes from the dangers of sword-fishing. At one time the sword of an 800-pound fish was run up through the bottom of his boat, striking a glancing blow, knocking him overboard.

Just before dark, a southeaster struck the island, which lasted nearly all night. Rain in torrents beat against the windows, while the wind howled and shook the house, but seated around the fire in a large living room, with cigars and pipes working overtime, the storm raging without was enjoyed as much as anything on our trip.

The best part of the evening's entertainment was the rendering by Gene Brann of several old plantation songs, "Way Down in Georgia." I never suspected that Gene was such an artist in that line. After more recitations by the Judge and the old Virginia reel rendered by Alden Mills, we retired to comfortable beds, tired, but well pleased with the day's doings.

Before daylight we were up for a morning's shooting on one of the small shoal spots in the bay, where wild fowl abound sometimes in almost countless numbers. The morning was black and the weather threatening, and as daylight began to appear, huge black clouds could be seen coming down from the north, turning the water to a dark, sickly green, with nasty gusts of wind, which were accompanied by a fine misty rain.

Brann and Parry looked uneasy, and when on one of the tacks they espied the shore through the misty rain Parry suggested to Dunham that he "beach her at once." "Yes," says Brann, "beach her, beach her."

Dunham looked surprised at such a request, when the weather at that moment was to him but a dead calm, and promptly put the boat on the other tack away from the shore. The look of disappointment and concern that spread over the countenances of Parry and Brann was not for long, as we arrived at our destination shortly after. We had a fine day's sport, and at low tide we gathered a half-bushel of little necks and went back to camp.

After a very enjoyable evening in the boathouse—the weather being warm—opening oysters, little necks and dressing eels, we retired for a good night's rest, preparatory to a day's "brant" shooting on the morrow. We did not have to rise very early next morning, as brant shooting is done by tide, i. e., at high water, and continues for about two hours.

Arising at 8 a. m. and, after taking a plunge in the somewhat cold salt water, with a sharp, crispy wind blowing, we sat down to a breakfast fit for the gods. First, little necks on the half shell, then scallop stew, next baked oysters and, lastly, fried Muskeget eels, with coffee and dry toast.

At 11 a. m. we started for the brant boxes. Arriving there we all got into the large tubs which are sunk in the loose sand low enough to hide the occupant from view as the brant come in. Dunham soon had 50 decoys set and then sailed away out of sight, leaving Wadleigh, Brann, Parry and myself to do the shooting. Soon a small bunch of brant was seen coming our way. "Down, down, here they come," Wadleigh said, and all hands drew in their heads, similar to the turtle. Soon they were setting their wings over the decoys; everybody fired two barrels each, and four struck the water. Two shell drakes then came along and never got any further.

For about three hours these performances were repeated to the intense enjoyment of those who had never been brant-shooting before. Myriads of brant, black duck and other sea fowl could be seen in all directions.

After gathering more little necks, we repaired again to the clubhouse with 22 brant and two shell drakes as the result of the day's sport.

We spent our last evening at Muskeget much the same as the others. Next day we returned to Maddaket to go black duck hunting on the fresh ponds, which abound near our house. That afternoon, Mills, the cook and myself located ourselves about two miles from the camp and stuck to our posts until late at night, as black ducks come into these ponds mostly after dark for fresh water. We got nothing and returned home pretty well fagged out.

The next day we went cod fishing out near the shoals, but got nothing, as the black tide did not make until after dark, which is about the only time they can be caught.

The next day was the time for our departure, and about noon we concluded to sail around to the village in the boat, as the wind was fair and the day ideal. When Parry and Brann learned we were going by water, they looked uneasy. Just then Gib-Long put in an appearance and Parry and Brann immediately chartered Gib-Long's steed and chariot to convey them by land to the village. "They were not," they said, "going to take any chances."

We all arrived in Nantucket about the same time. We then took a trip to Sconset, eight miles away. It was a beautiful trip across the island on a state road as straight as an arrow all the way. We passed the largest cranberry bog in the world and the wireless station was viewed with much interest.

Back in town a little after dark, we spent the evening around town, visiting points of interest, especially the old Captains' club. The old-timers are all gone, and little is left to be seen today to remind one of the first 300 years of Nantucket's life.

As we walked along the streets, the famous old Lisbon bell, which hangs in the church tower on Orange street,

was noticed. This bell was one of six cast in a foundry at Lisbon. It weighs 1500 pounds, and is noted for its sweetness of tone, which is worth going far to hear. It was secured by Capt. Charles Clasby, of Nantucket, who, on a visit to the foundry in Lisbon, was charmed by its mellow tone and expressed a desire to purchase it. The bell not being consecrated, he secured it. As we were about to return to the hotel, the 9 o'clock curfew rang, and we had a fine opportunity to hear the sweet and mellow tones.

Most of the people here are natives, except a few Swedes, who fish for a livelihood. Petty crime is practically unknown; few trouble themselves to lock doors at night; the jail has had but one occupant in 24 years, and he, objecting to the quality of coal furnished him in the jail, walked down town and demanded better coal, or he would not "stay there."

There is no poverty or want here; any man with a small boat and equipment can earn from \$10 to \$20 a day, scalloping, gathering little necks or eeling, provided they have the required energy to stand the hard work necessary.

Taking the steamer at 6.50 a. m., we arrived at the South station at 12.50 p. m., safe and sound, after, as all agreed, the best time that most of us had ever enjoyed.

If more tired, brain-weary men, who stick too closely to the wracking mental strain of business life, would take these trips more often, you could not put a money value on their beneficial results.

Personal

James Locke was among the arrivals Tuesday.

William Wallace came home Thursday for a shooting trip.

George E. Grimes returned Thursday from his vacation trip.

Mrs. Willis Tobie is visiting her mother, Mrs. Oliver Hatch.

George W. King left Monday for Providence, where he will spend the winter.

Mrs. Charles Ross arrived Wednesday for a visit with her mother, Mrs. Phebe Wright.

Mr. and Mrs. William Hall came down from New Bedford on Monday, to remain through the holidays.

Mrs. John Cowden and Mrs. Ralph Irving Bartlett have been spending the week with relatives in Fairhaven.

Mrs. William H. Norcross left Tuesday for New York state, where she will spend the holidays with relatives.

Mr. and Mrs. Edward G. Thomas and daughters returned home Saturday, after a several weeks' visit in Orleans.

Capt. J. Warren Holmes, who rounded Cape Horn eighty-three times in the course of his career, died last week at his home in Mystic, Ct.

Prof. Frederick Hopkins, who lectured before the members of the Unity Club, Wednesday evening, was the guest of Mr. and Mrs. Benjamin Chester Pease while here.

Dec. 28, 1912.

THE EVOLUTION OF SIASCONSET.

A History of the Place, from Its Inception to the Present Day.
From Original Notes by E. F. Underhill, Revised and
Enlarged Upon by R. B. Hussey.

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These facts in reference to the origin and growth of Siasconset have been obtained largely from people born on the island, who knew the history of some houses begun early in this century and obtained their information of others from parents, grand-parents, and others, whose recollections date back to the early part of the eighteenth century. Their statements find unexpected confirmation from a source wholly independent of human memory, which sometimes is not trustworthy in respect to the relation of years to events. An ancient picture, printed from a rudely engraved copper-plate, purports to be "A View of Siasconset, a Fishing Village on Nantucket." It was obtained from Mrs. Elizabeth A. Coffin and is an heir-loom from her uncle, Roland Coleman; and his statement was that it represented 'Sconset as it appeared in 1791. The view is to the eastward from the hill, which now marks the western limit of the village. In the distance is the ocean, with nearly a dozen boats containing from two to a half a dozen men, and one with sails set. On the beach are groups, evidently intended to represent fishermen about to assist in landing a boat. On the bluff are thirty of the fishermen's cottages, the larger number with the characteristic "warts" of the 'Sconset cottage, and others not so far advanced toward their final forms. Not a structure bearing the semblance of a pretentious style of dwelling is to be seen. On different parts of the picture is the inevitable one-horse Nantucket tip-cart, with two examples of the chaise then in vogue among the well-to-do; and there is even what must have been an aristocratic conveyance in those days, a four-wheeled vehicle, with a covered top, swelling out in wide proportions. In a tip-cart in the foreground are two men standing at the "forebuck," with a woman wearing a Quaker bonnet and gown seated in a chair behind. Two equestrians are prominent figures. One is in Quaker garb, and the other is dressed in a cocked hat and a bag wig, and was identified by old people, long since gone to their rest, as a Dr. Tupper. Most of the pedestrians are shown with the Quaker attire current in that day.

With all these facts it may be assumed that the date of the picture as stated, is approximately if not actually correct, and if so, a score and a half was the limit of the dwellings at 'Sconset a century ago, and they



What is now known as Postoffice Square, Siasconset, as it appeared in 1860, looking west, showing "Uncle Reub" Ramsdell's old hut on the left, and the Samuel B. Swain lot (now the Casino tennis courts) on the right.

were all fishermen's houses. The accessions came later. During the War of 1812, by reason of the presence of British cruisers on the coast, it was difficult to obtain supplies from the mainland, and some of the heads of families were driven to the necessity of coming to 'Sconset to catch fish for subsistence, and at that time it is a historic fact that some of the existing old cottages were then built and that then, and later, others were brought from Sesachacha and elsewhere. Then the number had been increased to about fifty when 'Sconset as a fishing village had attained its apogee of growth. A review of the houses of the "old village," who built them, and when, with other interesting data bearing upon the evolution of the village, follows:

A Heavy Blizzard Brings Nantucket a White Christmas.

For the first time since 1878 Nantucket has experienced a genuine "white Christmas," with sleighing. Dense, driving snow commenced to fall before daylight Tuesday morning and continued through the day, leaving a mantle of white everywhere for the first time this winter. It was a wild, stormy day, and those who were wont to criticize Captain Merriman for not putting out with the Sankaty in the early morning, before the day passed realized that he had doubtless shown good judgment in remaining in port, with thick snow in the sound and the barometer falling steadily. In the early morning the wind was from the southeast, but it gradually drew back into the north and increased in force during the day, the snow and sleet putting somewhat of a ban on the final day of Christmas shopping. But notwithstanding the inclement weather and the plush and snow on the sidewalks, a large number of ladies braved the elements in order to make their final purchases.

Christmas morning dawned with clear skies and a delightful air, without a breath of wind, and in spite of the fact that the temperature was not low, the snow melted but slightly during the day, permitting a large number of sleighs to be out and participate in the first Christmas sleighing Nantucket has experienced in thirty-four years. It was real Christmas weather—that is, the kind the old folks always tell about.

Not only was it the first Christmas sleighing enjoyed on the island for many years, but it was actually the first time there has been what could truthfully be called a "white Christmas" since the establishment of the local Weather Bureau station in 1886—and by thus referring to a "white Christmas" we mean not merely what the weather experts call "trace" (a few flakes of snow on the ground), but a thick mantle of white everywhere. In the period of twenty-six years since the local station was established, there was just once (in 1892) when there was anywhere near an inch of snow on the ground on Christmas day, and then it was only nine-tenths of an inch. These facts are borne out by the official records.

The heavy snow and high wind wrought considerable damage to the wires about town, the snow and sleet clinging to the wires and freezing, until in some places it reached a diameter of 3½ inches, by actual measurement. Wires snapped under the strain of the increased weight, the telephone lines receiving the greatest injury, although the electric light company had considerable trouble on its hands, and the wires of the electric fire alarm system were broken in several places.

Down on Brant point the telephone lines were in a mess when the storm abated. On the "bathing beach road" the poles had snapped off for almost the entire length and in other places the wires broke, poles were bent over, and the entire telephone system in that section placed out of commission. Early Wednesday morning, Manager Potter and his men were at work clearing away the debris, and as soon as the task was completed gave attention to other sections. Telephonic

Broadway (East Side).

The first house north of The Bridge, "Svargaloka," was put there by the late Elijah H. Alley, about thirty years ago. It occupies the site of an old house brought from Sesachacha early in the century but which was subsequently removed. Alley moved the house from Hawthorne lane, west of Nantucket, where it was the farm house of Charles C. Folger.

On the site of Mrs. H. K. White's residence, "Big Sunflower," there stood until 1884 a little cottage called "The Woodbine," which he purchased in 1879 from the late Dr. John B. King, of Nantucket, and there resided with his family during the summer for several seasons. It was in 1884 taken down and removed to Hills street, corner of Grand avenue, and there put up and enlarged and sold to Mr. Isaac Hills. It is now called "Thornycroft." The original building was brought from Sesachacha in sections by Owen Parker about 1820 and put down on the lot. Owen found he had a white elephant on his hands. A house in sections affords no shelter, and he said he didn't know how to put it up and could not afford to hire anybody. The neighbors said they would help if anybody would show them how. A Captain Joy was selected to take charge, and in a day or so willing hands had put up a residence for Owen and his family.

Henry Paddack's cottage, "Bigenough," was moved from Sesachacha in 1800. It was owned by Abijah Swain, and stood in its present position in 1814. In 1884 it was enlarged by extending the bedrooms to the southward, but these and subsequent alterations have not interfered with its characteristic appearance as a 'Sconset house.

"Casa Marina" had its beginning in one of the most picturesque of the little fishermen's houses. Standing on Broadway, fronting Main street, it is the first of the old dwellings of the strict 'Sconset type to be seen. It was owned by John Russell, and stood in its present place in 1800. A few years since it was remodeled and extended, and there is scarce anything left to remind one of its original form. Excellent views of it, taken years since when the old board fence was in its front, are still to be found. It was owned for many years by "Aunt Sarah Coleman," who was particular about her household goods. Her plates and cups and saucers were marked by filing notches on their edges. A perpendicular ladder led to the little five-foot attic. The property is now owned by Mrs. A. D. Davis, of Great Barrington, Mass., who has considerably changed the appearance of the place, but endeavored to keep as near 'Sconset architectural lines as possible.

Next north is "High Tide," owned by Mrs. Harrison Gardner, of Nantucket, a rather modern cottage which replaced quite recently one of the old type which stood there in 1814, and was owned by Charles Nichols and later by Franklin Folger, the latter selling to Mrs. Gardner. An effort was made to move it to a site west of the schoolhouse, but after it was loaded, it collapsed, when it was discovered the floor joists were made of old fence rails. In 1880 the original "High Tide" was occupied by the family of Judge Northup, of Syracuse, who related in a most charming style his experiences in a little volume entitled, "Sconset Cottage Life."

The George C. Gardner house (now property of the Nantucket Historical Society) was built by Prince Gardner, and is known to have been built prior to 1814. It is larger than the general "Sconset house," and its spacious fireplace has been photographed and painted over and over. At one time, where the small barn stands on this property, stood another house that belonged to Jonathan Chase, and was known as "The Headache House," because of its incurable smoky chimney.

"Dexloma" is the next cottage, and in 1814 was owned by Stephen Hussey, and for many years has been in the family of the late Sanford Wilber, being now the property of his grand-daughter, Mrs. M. F. Freeborn. The south part is nearly two hundred years old, the beginning of the house dating back in the eighteenth century. At one time, while making alterations, Captain Wilber found behind a diagonal beam four copper cents of the dates 1800, 1801, 1802, 1803, and an old Spanish coin with the pillars of Hercules, worth 6¼ cents, and which was a current coin in the early part of this century.

The house of the late Captain George H. Brock, "Snug Harbor," next north, (now owned by his daughter, Miss Susan E. Brock), was owned by Seth Folger in 1814, and it is certain it was built by Seth's father. It had its beginning in a fishermen's shanty, though it lacks the warts in the front.

The Charles H. Rule house, "London Tower," now owned by Mrs. Charles H. Thomas, of Middleboro, Mass., and called "Liberty Hall," had a similar origin. It has been extended by a second story wart, and extensive changes have been made within and without and the fisherman's cottage is no longer seen. It belonged in 1814 to Griffin Barney.

Next to the north is the house belonging to Mr. George F. Mitchell, "Mizzen Top." It was modernized before 1879. Clapboards took the place of shingles; but inside, the joists supporting the second floor show its origin in a fisherman's house. In 1814 it was occupied by Captain George Joy's father when he was building "Castle Bandbox," on Shell street.

"The House of Lords" was a typical 'Sconset house, of large size, and was built by Gershom Drew. It stood in its present position as early as 1812. It was sold by Captain Chandler Brown Gardner (known as "Uncle Brown") to the late Mrs. A. H. Nelson, who caused it to be enlarged, and it no longer has any resemblance to the quaint structure from which it was changed. It was purchased by Captain Gardner after his return from California some time in the fifties for twenty-five dollars and four quintals of codfish. It became known as the House of Lords, for in it for years the fishermen met at night during the season and swapped lies in reference to their experience on shipboard, on the fishing grounds at "Little Rip," "Orkorwaw," the "Rat Hole," etc. It is now owned by Mrs. N. M. Nevins, of Philadelphia.

communication with 'Sconset was broken, both lines being out of service, and it will be some time before the Telephone Company can have things in shape again. A force of linemen arrived from the mainland Thursday afternoon and are busily at work repairing damage.

The cable service gave out early Tuesday afternoon, and it was not re-established until early evening the following day. The government lines were down in several places, the breaks occurring between town and the cable box at the west end. Observer Grimes, of the Weather Bureau, had some job in resurrecting the lines and employed A. C. Lake to assist him in the work.

Although several breaks occurred in the wires of the fire alarm system, the value of the recent improvements in the equipment was clearly demonstrated, for at no time was the system out of commission. When the instruments recorded a break in the wire, Superintendent Gardner could tell at the switchboard in just what section of the town it occurred, and could immediately throw that section out of service while repairs were being made, the remainder of the system being kept in commission.

One of the worst breaks in the fire alarm wires occurred near Consue, and there was another above North Shore hill, but at no time was more than one-eighth of the system out of service. Furthermore, as soon as a break was "located" at the switch-board, Superintendent Gardner "threw out" that section and notified all parties having telephone service that, should the emergency arise, an alarm could be struck for that locality if the central office were called up over the 'phone, while the one or two boxes there were cut off by broken wires. This arrangement gave practically the same protection to the section in which breaks had occurred, and repairs were completed Wednesday.

On the whole, it was one of the worst storms of this character that Nantucket has experienced in many years, for, although snows have been heavier, it is seldom the conditions are the same as they were this week, resulting in such extensive wire damage.

By-gone Days Fraught With Halcyon Memories.

Editor of The Inquirer and Mirror:

The Christmas-souvenir Inquirer and Mirror is an entertaining and interesting paper. It has an attractive and pleasing appearance and is replete with incident and narrative of days a-gone. Word story, interestingly presented, always has an alluring charm, and when interspersed and illustrated by picture, is doubly effective in riveting the mind upon the subject treated.

Intensely personal to me is this special issue of your weekly publication. I do not feel that I have entered upon the personal reminiscent period of my life, yet I fully realize that many years have passed since I was a boy traversing the streets and "patronizing" the shops in my native town of Nantucket. It is fifty years and more ago back to those days—it is forty-eight years since I came to this city to make my home—yet the far-away events of that period in my

"Nonantum," in 1879, when purchased by its present owner, was a modest one-story structure with a wartless front. It was built by Barzillai Folger and was owned by him in 1814. It was always called "Barzillai's house." It is now a pretentious two-story house, and is owned by Rev. Dean Walker.

"Columbia Cottage" belongs to Miss Mary H. Cash. It is more than a hundred years old. It was built by Benjamin Bunker, who died in the forties at the age of 90.

A little house next to the north, was owned by Charles K. Manter. It was very old when razed two years ago, and was probably changed less

within and without than any of the old houses on the Bank. In 1814 it was owned by Eben Gardner. Previously it was held by him and Tristram Pinkham together, but Eben so prospered that he wanted a house to himself, and he proposed to Tristram to name a price at which he would buy or sell. The suggestion came so suddenly that Tristram asked until Saturday to make up his mind. Saturday came and Tristram said that he thought his share was fairly worth a quintal and a half (150 pounds) of fish. At that price it was sold. It later changed hands at prices way up in the hundreds. The house was well worth an inspection. Its interior could be seen by looking in the rear windows. It had a little attic reached by cleats nailed to the partition and had two little bedrooms about 8x6 feet at the south end. The property is now owned by Paul Hellinger, of New York.

"Eagle Cottage" was in its present place in 1812. In 1879 Captain William Baxter was inclined to sell it for \$200, including its furniture, but on second thought changed his mind, and four years after he disposed of it for \$900. E. A. Lawrence is the present owner.

The beginning of the late F. J. Crosby's store was a stable, and was brought from Sesachacha by Elisha Clark. Subsequently Cromwell Barnard added the second story on the south end. For two or three years before this store was built Mr. and Mrs. Crosby used to come from town and occupy the upper portion on Sundays, and keep their horse in the barn which was a part of the building to the north. At last Mr. Crosby saw that there was trade enough in the place to warrant a grocery store, and enlarged the south end, and 'Sconset started in its wild career as a great commercial centre. The store was continued by Mr. Crosby until his death, and is now rented annually to E. A. Lawrence & Co., dry goods dealers of Nantucket.

The next house to the north on Broadway belonged to Mrs. George Richardson, and was brought from Sesachacha by Reuben Joy. It was used as a public house, and kept by Rachel Paddack, widow of Jonathan, a Quaker woman. It is now owned by Mr. Farman, who purchased it of Mrs. Richardson's heirs two years ago, 1910.

On the edge of the Bank, in the rear of the Crosby store, were two quaint old houses, both of which have been enlarged by adding a second story. The one on the south (Horace Hewitt's) was brought from Sesachacha by Nicholas Meader between 1814 and 1820. It was a very old house. It is now owned by Horatio Adams.

The one to the north, owned by Mrs. C. P. Robinson, was also brought from Sesachacha about the same time by George Meader, son of Nicholas. In 1879, by additions, it assumed a changed form, and would not be recognized as the old "Thomas Cannon" place of earlier years.

Broadway (West Side).

The house surmounted by a Nantucket "walk," was built by Mrs. Lucretia M. Folger. It is situated on the corner of Main street, and had its beginning in an old house that was purchased early in the century by Captain Peter Chase. It was a two-storied structure, and in a photograph taken many years ago, a portion of the old building stands in the foreground to the left. It was very dark, with dilapidated shingles, and "canted" to the westward. Capt. David Chase, son of Peter, who recently died at the age of 94, told of the manner in which his father had obtained possession of the property. Captain Peter was engaged in the East India trade, and probably about the time of the last war with Great Britain was on the Island. His wife wanted a home at 'Sconset. Captain Peter had no money to spare for a house but he had a quantity of tea and he said if she could buy a home with tea she could do so. She thought she saw her opportunity. The house was then owned by Eunice Cole (or Coffin, for she had been married twice) who kept a small store in town. Mrs. Captain Peter told her son David, then a boy, to put the horse in the cart and drive her to Eunice's house. He did so and Mrs. Chase asked Mrs. Coffin if she would sell her house at 'Sconset and she said she would, and a price was agreed upon if Eunice would take the pay in tea to which she agreed and the sale was made. The place is now the property of Miss Eliza M. Hussey.

"Nauticon Lodge," now owned by Mr. Charles H. Davis, is a very old structure. Over its door are the figures 1735, but there is reason to think it is much older. It was originally owned by Obed Coffin, a very old man, and about 1815 by his son-in-law, Jonathan Colesworthy, and later by

career are still keen and bright in my mental vision.

The illustration in your souvenir sheet, showing a section of South Water street forty years ago, brought to me a flood of memories. Occupants of the buildings, as stated under that picture, long since gone to the great beyond, are yet vividly recalled.

You speak of the harness shop of William C. L'Hommedieu, which I remember as that of his predecessor, and I think, his father-in-law, Edward B. Coffin. Next to it the meat market of John Winn. Mentally, I can now see its interior as of yore; can see the old case of drawers where the money, representing daily cash sales, was trustfully, if not carefully, deposited. With his son, Suel C. Winn, I believe, still a resident with you, I have in former days spent many social hours.

Next door, John Olin's—but of him more anon. Adjoining the Olin store on the corner, the shop of Eben R. Folger. Many times have I been a caller there. I remember him best, however, as a deacon in the First Congregational Church on Centre street, and as superintendent of the Sunday school held in the old church building in the rear of the present main church edifice. I was then a "scholar" of tender years and "active" habits.

George K. Long, the painter on the opposite corner from the Folger shop, was then one of the popular business men of the town—and is not the same shop now occupied by Milliard F. Freeborn in the same business? Next to this latter building, on the street leading to the Old North wharf, was the meat market of Charles (we used to say "Charlie") Dunham, in the rear of which structure was the slaughter house. There I have seen Peter ("Pete") Cushman many times "maul" the poor creatures which furnished us our beef, or "stick" the pigs from when the pork in its varied kinds found its way to various homes in the town.

But let us return to the shop of John Olin. Shades of Ambrosial Nectar—what vital memories! Why, I know not, but we boys used to call him "Cork" Olin. Surely then we were not old enough to regard this cognomen as disrespectful, and now as I speak of it I am sure that I have only respect and reverence for the man who ran that store with its sweets and its delights.

A penny—a cent—in those days mostly one of the large old-fashioned copper kind—how hard it was to secure one! Possessed of one, however, each of us, as a boy, was a Croesus, and we were not content until we had separated ourself from it by a "transfer" of commodity at "Olin's." His half barrel of tamarinds—men now, but boys of my day, will in the mind's eye, recall it—how tempting those tamarinds were!

With the cent transferred to Mr. Olin, he would tear off a section of the old-fashioned, rough yellow-brown straw paper, size about five inches across, lay it over the palm of his left hand; with his right he would then remove the cover from that barrel of sweets, push the little flat paddle down into the tamarinds, "done-up" in molasses, remove it and wipe it across the piece of paper, hand it to the boy purchaser, who would immediately carry it to his mouth and pro-



In 1860—The Frederick C. Sanford house, with that of Henry Paddack just showing out by. John W. Barrett stands at the right; Mrs. Sanford next; Chas. B. Worth next; F. Willetts Folger on the fence; Capt. and Mrs. Samuel Wyer in the centre; with others who may be recognized by some of our readers.

Joseph Sheffield. It is built and arranged in accordance with the strict 'Sconset type. A few years since its bedrooms were extended in length.

The next house "Auld Lang Syne," now owned by the heirs of Gorham Colman, is without doubt the oldest on the Bank. It was first owned by Micah Coffin, who employed several Indians to fish for him during the season, while he remained ashore to do the cooking. Micah was the great-grandfather of the late Captain Edward C. Joy. The house is as it has appeared as far back as human memory can go, except that within it was at sometime lathed and plastered. Its rough and ragged shingles, the depressions in the roof and the uneven floors tell of its antiquity. In its battered front door are three worn-out key holes. Within are large fireplaces leading into a heavy chimney. The house is claimed to have been built in 1675, and before a building had been erected on the site of the Town. In 1814 it was owned by Jonathan Upham.

But probably older was "Rose Cottage," a little four-room house that was on the lot next north. It was taken down in 1881 by Charles H. Rule. It was a squatty, tumble-down structure, but each year was occupied in the summer, and in the fishing seasons. In 1814 it stood in the same position, and was owned by Benjamin Paddack. It had been twice removed from the edge of the Bank. It was so small that the change of site was easily effected by rolling it on spars. There is a tradition it was once an Indian wigwam, but this is discredited.

The next house belonged to Capt. William Baxter. Views of it have been taken by the hundred. It has a double history. The smaller portion is near 230 years old, and was brought from Sesachacha. It was owned by Uriah Swain, grandfather of Mrs. Baxter. The higher portion was built about a hundred and thirty years ago, and the building was in its present position in 1811. Its exterior illustrates the completed 'Sconset house of the large size. The interior has been little changed, except to put on lath and plaster and paper, but its rude beginning can be seen in the exposed joints overhead, some of which, in the oldest part, are the trunks of young trees. Mrs. Cary, the mother of Mrs. Baxter, for years used the building for a public house. For years before 1883, when the first 'Sconset post-office was established there, it was used for the distribution of the mail matter brought from Town by Capt. William Baxter, who, as he came over Bunker hill, on Main street, tooted his horn, and the event of the day was the gathering of the people at the window to await their mail matter; and for each letter or paper received, one whole cent went into the coffers of the ancient mariner. An old barn that stood in the southwest corner of the lot is gone. It was probably what was left of a house once owned by an old man named John Beard.

(To be continued in our next issue.)

ceed to enjoy his feast of brief delight. Across the years since then, with all their delicacies and luxuries, has there ever been anything equal to this penny purchase of those luscious tamarinds? And then his "mead." Oh! nectar of the Gods! was there ever anything like a glass of John Olin's mead? But for this we had to have two cents—what a fortune! Occasionally I had the price and then I had the mead.

I can now mentally see that old earthen jar or "crook," which contained the cold water. From a bottle Mr. Olin shook a little soda, or other similar material, into a glass, filled it to within a third of the top with the cold water, then a round-turned stick, six or eight inches long, John inserted into the liquid and began to stir. The soda got busy, commenced to "rise," John would say "Here she comes!" quickly hand the foaming beverage to the boy eagerly waiting, who would ardently drink it while it was still effervescing.

Ah! what memories! That little shed-like structure, so well shown in your picture, which was in front of and a part of the main building in the rear, how clear it is now to my mental vision. The front, taken down in sections, made a full open expose in the warmer seasons, of the delectable goods, as we boys regarded them, that were there for sale.

How many such shops there were in Nantucket then. On Main street, just above the Pacific Bank, were two stores kept by brothers—first the one of Edward Mitchell and next to it that of Peleg. Two upright, respected, inoffensive and innocent Quaker gentlemen. Yet how the boys did them frequent mischief, especially tormenting the life of the quiet and good Peleg.

On Orange street, near the "town clock," the store of "Pa and Ma" Davis (I do not now recall the Christian name of either of them) in the front part of their dwelling. The store of George Clark, a little further

down on the same street, presided over by the gentle and affable man, whom we boys, I know not why, called Sam Shaw.

Then, too, on Orange street, a little below, opposite the end of Rose Jenkins Lane, was the basement shop of Mrs. Pinkham, widow of Reuben, if memory serves me rightly. Here were varied delicacies for the pupils of the old South School. Particularly attractive was "Miss Pinkham's macaronies." These were made nearly oblong, about three or four inches across, about a half inch thick, of boiled molasses, with quite a liberal sprinkling of peanuts. This mixture was run into and cooled in greased papers, flanged up all around on the edge and pinched in at the corners.

How good these were, notwithstanding the fact that the papers, all too frequently, were cut from the leaves of the writing or copy books which had been used by the school children. Ink on these leaves? Yes, sometimes a large quantity of it. What did we care? That was a small matter. The sweetness in lusciousness of the product was what chiefly concerned us. Microbes and germs were then to us unknown.

Again, still further down Orange street, near York street, was the home-store of Roland Coleman, who,

together with his estimable wife, lived in the lower half of the house wherein was the store. They were among the genial and respected citizen small shop-keepers of the town at that time.

The store of Isaac and Annie Austin, on Union street, just below the residence of Capt. Thomas S. Sayer—what boy can ever forget it! "Annie's pickled beans!" Boys of fifty years ago, weren't they lovely? This couple of far-away days, in connection with their store, kept cows and sold milk. Did you ever cut grass, wherever you could find it, for Annie's cows? I have many times, and some of those pickled beans was the "pay" I received each time for the service performed.

With a "big" basket, how diligently I have labored "all-the-afternoon" on Wednesday or Saturday—one school days (in the forenoon; instead of two sessions on all other days of the week)—pulling and cutting grass and placing it in that basket. Full? Of course it was full! I would take it into the store to Annie, who would open her hand out flat, place it on the grass, press it down, and say, "why, your basket isn't a third full," and she would send me forth to further labor. Two or three times such happened before the basket was passed as full and I got those pickled beans. But then I did get them finally, and, my! how good they were! Annie Austin's original and only pickled string beans.

We boys delighted in fishing for wharf-fish, as we used to call them. Did you ever sit on the cap-log of the wharf, with your feet and legs hanging over in space above the water, and fish? My, what a paradise of pleasure! Never miner searched more intently in the hills and earth for hidden ore than we boys diligently scanned the streets about the carpenter, boat and other shops, or, in fact, wherever we could find old nails or iron junk to take to John Hosier's shop to trade in for line and fish-hooks, to go fishing. A small can of angle worms, "digged" from the ground, was our bait. Felicitous experiences! All the boys found their way to Hosier's to sell old junk, not always for lines and fish-hooks, but that we might have "capital" for other, to us then, important investments.

I have written enough. I must forbear. I could go on almost indefinitely in similar strain.

Those shops of old Nantucket! How vivid in my memory. These recollections cover the years of the late 50's and early 60's. A few years ago the late Hon. Charles C. Van Zandt, of Newport, a former governor of Rhode Island, published a volume of local verse. One of these, entitled "Polly Tilley's Shop", had for me a peculiar enchantment, not that I knew the shop or she who kept it, but rather because it so amply typified several shops of Nantucket in my boyhood.

The poem or "jingle," which is also published in your souvenir paper, on the "Noted Men of Our Town," written by my former play-fellow and schoolmate, the late Edgar Lovell Allen, awakened and keenly sharpened slumbering memory. I have had a copy of that poem for several years.

The characters there portrayed—v an array of them? What innocent amusement they furnished in their day to us then boys? Few places on this planet, in my humble opinion, have a more illustrated history, both serious and grotesque, than has been manifested and is manifest in the lives of native Nantucketers. Proud, indeed, may the town be of many of its former and present citizens.

J. E. C. Farnham.

Providence, Dec. 19, 1912.

FIRST CONGREGATIONAL.

Rev. William Taylor, Pastor.

10.45. Morning service.
12. Sunday School.
6.15. Christian Endeavor.
7.15. Evening service.
Friday—
7.15. Prayer meeting.

The Auto-Chemical Tested on Christmas Morning.

To set the skeptical minds at rest and dispel the idea that the auto-chemical "would get stuck in the snow" and prove useless, the firewards very wisely gave her a trial spin. Christmas morning, when the streets were covered with heavy snow and slush, and ran her around the centre of the town a few times for the benefit of the "croakers"—and there seems to be many of them on the chemical question. Anyone who saw the big machine skim along through the snow at a twenty-mile clip with no difficulty whatever, and saw her "back," turn around, and cut up other capers of the sort, must admit that the chemical is a powerful piece of fire apparatus, even with snow on the ground.

But for comments which had been frequently made Tuesday night and early Wednesday morning that "at a time like that the chemical would be no good," the firewards would probably have not had the machine brought out, but such remarks were being made so generally that they thought it a good time to show the people just what the chemical could do with snow on the ground.

The machine not only proved that snow has no terrors for her, but she gave a demonstration of the rapidity with which she can respond to an alarm. Everyone knows that when snow is on the ground the fire risk is increased, for it is then that there has always been difficulty in hauling the pieces of apparatus through the streets. In fact, it was not many months ago that twelve men attempted to haul one of the steamers to a fire and got her out to the gutter in front of the engine house, where she was "stuck." Not only can the chemical get to a fire in quick time—less than it takes for the average Nantucket fireman to don his clothes—but she can run out a thousand feet of hose at the same time, and, furthermore, if the emergency should arise, she can tow one of the steamers through the snow to the scene of a fire in less time than it usually takes to get a pair of horses ready for service.

There are features in favor of the auto-chemical which the skeptics and croakers don't want to admit. Prejudice against anything propelled by a motor, that has the least appearance of an automobile, has prevented many of our citizens from admitting the

value of the chemical as a means of fire protection. It is in just such times as the blizzard on Tuesday that the chemical will be able to prove "what she is good for," should the fire alarm sound, and while we trust there never will be a call for her services at such times, our people should ever bear in mind that if the alarm does sound in a storm or blizzard the chemical and her men are on duty to respond on the instant, and the chemical will get there long before any other piece of apparatus.

We often hear it remarked that Nantucket has a record to be proud of in fire fighting—that for sixty-odd years a fire has never extended beyond the building in which it originally started. This is not so much a record for expert and efficient fire-fighting on the part of the department, as it is a stroke of good fortune, and we are thankful that it is so. But in these days fire protection and fire-fighting are down to a much narrower basis. Not only does modern apparatus make it possible, in the majority of cases, to hold the fire to the building in which it started, but the auto-chemical makes it possible, in many of these cases, to confine the fire to one room.

Prompt response from chemical apparatus has saved millions of dollars' worth of property from destruction in the last few years, as statistics will show, but the efficiency of chemical equipment is in the fact that it must be at the scene of the fire while it is in its incipency, and that is just what the automobile permits—which horse-drawn chemicals do not.

Nantucket should be proud of its fire department, as at present equipped. It has one of the best electric alarm systems invented—a watchman that is always on duty, ready to sound a stroke on the bells instantaneously. It has, in the auto-chemical, a piece of apparatus that most towns would be proud to call their own and we feel that the time is coming when Nantucket prejudices will be set aside and common sense reign supreme—even if the installation of the chemical has cost the town a large sum of money.

Our people should bear in mind that Nantucket now has a means of getting to the scene of a fire in fair weather or foul, sunshine or storm, without the delay incident to assembling a company of men or of going down to a stable to harness a pair of horses. The chemical will get there, and if the fire then proves to be beyond the reach of chemical extinguishment, there is 1000 feet of hose on the spot to be attached to a hydrant. We earnestly believe the time will come when our people will be brought to realize that as a means of additional fire protection, the chemical was a good investment for the town, whether it cost six, eight or ten thousand dollars.

Christmas comes but once a year. Thank goodness!

Nevins Tells Some True "Whaling" Yarns.

Editor of The Inquirer and Mirror:

You certainly should feel proud of your souvenir number. Everybody else does, and they treasure it, as well they might.

I notice Macy discovered an error. You can't beat him. And I've been waiting for your issue of the 21st, to see if someone hadn't discovered an "omission" in your "Last Whales" stories. I notice that no one has said anything about it, and for a time I have wondered if I dreamed that there was another whale tried out at the wharf around '70. Then I thought of an incident in connection with it that seems to have settled all doubts.

No, sir, I couldn't forget that whale if I tried. Alex. Dunham and "Stee Rey" (Stephen Reyes) towed him in. He was stripped of his blubber by Captain Obed Swain and crew, on board the bark Amy, which lay in the slip between Perry's coal T and the outer T of the wharf. The bark was headed to the westward, and the whale lay between the vessel and the wharf. I have a picture somewhere, I am sure, of the whale and Captain Obed as he stood on the planks over the port side, with a rope about his waist, whale-spear in hand. Tom Nickerson, whom, I think, is still living was at work with a whale-spade on the carcass.

I was very young and it was my first experience as a truant. In fact, I didn't go home to dinner, but sat on the cap-log of the wharf until the men returned from their noon-day meal. I asked Nickerson, who knew who I was, to give me some whale-scrap, as I had seen the larger boys, who lived under the bank, eating some the night before. He gave me three, each about the size of an average man's hand. I ate one and was saving the other two for the morning, to take to school; but here an error of judgment crept in which threw my plans all askew and created a scene which is indelibly fixed in my memory.

I don't know that I carry any scars of that affair, and if I did 'twould be extremely difficult to single them out from the many that I possess from the same source. At all events, my aunted mother put me to bed on the night in question, and all would have been well if I hadn't asked her to hand me my pants, as she was about to leave (being afraid someone might discover my delicacies). There was an argument about the request, but she finally lifted them from the chair, intending to hand them to me.

They were heavy, no doubt, for, setting the little brass lamp down, she quickly put her hand into the pocket and more quickly withdrew it, at the same time issuing a "hurry call" to my father, who was asleep, after supper, on the kitchen couch. I've often thought it was a shame that he didn't have eight flights to climb instead of one. There might have been some chance of his being winded. As it was, he was in perfect trim, and he rushed into the room. My mother threw him my pants and he emptied the contents of both pockets on the floor (expecting, evidently, to discover tobacco).

And such a sight! The oil from the scraps had saturated the pockets, coming through to the outer surface.

My mother was too disgusted to go anything except stand guard at the closed door. My father had his boots off and his whip was out in the barn, which seemed to be his chief lament as he chased me over and under the beds, occasionally "landing." Do you wonder, Mr. Editor, that this whale seems fresh in my memory?

When I read your "last whales" stories, I looked for an account of the one tried out aboard the Amy, and when I didn't discover it, I tried to convince myself that the one tried out on board the Abbie Bradford was the one. But this couldn't be so, as the Abbie lay at the extreme upper end of Straight wharf, on the south side.

Ten years later, surely, while I was an apprentice in The Inquirer and Mirror office, about 4 o'clock one stormy afternoon, while Clark was looking for the steamer, he reported a vessel bottom up near the Cross Rip lightship. On account of the storm early in the day, the steamer did not return. The report of the overturned vessel spread rapidly, and as soon as our day's work was over (6 o'clock), Herbert Parker, also of the Mirror office, and myself, ran down to Steamboat wharf. There were several boatmen in the vicinity of Captain Adams' boat house, but, as night was fast approaching, and the weather looked bad, no one made any attempt to go out in the sound.

Herbert was part owner of the whale-boat "Wonoma," Capt. Wallace Brown, and we soon had five boys together, ready to go. Everett Swain was one, but I cannot recall the other two. Capt. "Johnny" Freeman steered us. It started to rain before we reached Brant point, and by the time we crossed the bar we were drenched. Soon after we lost sight of the bug light over near Burgees' Pines, and Brant point light was getting more dim with each stroke of the oars. The lightship was showing up nicely over our right shoulders.

When about a mile and a half to the eastward of the lightship, we came up with the object of our search. We lay on our oars for a minute—the first time since leaving the wharf—but in the darkness could not make out just what we had found, as it rose and fell in the long easterly sea. Finally we rowed around to the leeward of it, and the odor settled all doubt. 'Twas a whale that has been killed, had gone to the bottom, and had arisen to the surface. His tongue was "blasted," and rose high and large above the top of the carcass.

We soon rowed out from under his lee, and Capt. "Johnny" suggested we lay by until morning, when we might secure some rope from the lightship and tow him in. There was danger of a mutiny right away, and our captain decided to abandon our find and start for home. We were without food or water, and our strength was about gone, with fully twelve miles of water to cover.

We arrived at the wharf at midnight. During the early morning a breeze sprang up from the northwest and drove the carcass ashore at Capaum pond, where George Robinson secured it. He sold it, as it lay upon the beach, to Cape Cod parties, who

towed it to Chatham. It was reported, and, in fact, it was published in the Barnstable Patriot, and copied in the Mirror, that a small quantity of a substance resembling ambergris was found in the process of trying out the carcass, which was sold to New York parties for \$3800. Maybe we weren't sick when we saw those figures.

I haven't been in Sconset for more than twenty-five years. I read every line of the 'Sconset story, however, and am not surprised at the changes and the growth of the village. It is as near being a perfect watering place as any I have ever seen or heard of.

S. J. Nevins.

Brookline, Dec. 23.

FOR SALE

COWS FOR SALE—12 good cows for sale or trade at J. C. Gardner's barn, Main street. J. H. WOOD, JR. 1t

FOR SALE—Fresh-dressed Poultry, 25c pound. Oliver C. Backus. Telephone 7-31. d14 tf

FOR SALE—A few fine pure-bred Brahma Cockerels. At Cherry Grove Farm. d7 tf

FOR SALE—Cottage Content, at Brant point, formerly known as the Gurley property; has large, choice water front, large dwelling with twelve bedrooms, baths, immense living-room, spacious piazzas, etc. For inspection and further particulars call on Anthony W. Ayers. n16 tf

FOR SALE—The Summerhayes house on Cliff road, fully furnished, all modern improvements, nine bedrooms, bath, extra toilet, fireplaces, lighted with gas; also modern hot water heater. Very desirably located for private residence for all year, or for boarding and lodging business. Has an excellent water view. The property can be had at a bargain. For inspection and further particulars apply to Anthony W. Ayers, agent. n9 tf

FOR SALE or TO LET—Two dwelling houses. Apply to T. C. Pitman. tf

FOR SALE—At Beachside, a commodious dwelling; seven bedrooms and sleeping-out porch, two baths, separate laundry with set tubs; is attractively furnished; fine lawn, with bulk-head, pier, etc. For further particulars apply to Anthony W. Ayers, Agent. aul7 tf

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

LAND For sale—Valuable tract of land on the south shore for sale. About 50 acres, having a frontage of 2000 feet, with a beautiful clean beach and continuous surf. This is the finest unbroken tract of land on the island. A. T. Mowry, Agent.

TO LET

TO LET—Furnished, in centre town, cottage of six rooms, modern conveniences, two toilets and bath, open plumbing, hot water heating, all in perfect order. Address N, this office. d14 tf

Jan. 4. 1913.

THE EVOLUTION OF 'SIASCONSET.

A History of the Place, from Its Inception to the Present Day.
From Original Notes by E. F. Underhill, Revised and
Enlarged Upon by R. B. Hussey.

Copyright, 1912, by R. B. Hussey.

Mrs. Eliza Mitchell's house, next north of the old post-office, was owned in 1814 by Latham Gardner, who had lands to the westward, back of Samuel P. Pitman's place on the hill. The land was covered with entangled brush and had to be plowed by means of a tackle to get the necessary power. The highest part of the house is probably the oldest, for in it are doors hung on wooden hinges. It is very old. In it the late Joseph W. Clapp, Collector of the port of Nantucket, by grace of President Cleveland and the Senate of the United States, for a time—the memory of man goeth not to the contrary—abused the Republican party and quoted scripture and Dr. Watts with a vigor that aroused the ire of his political antagonists and excited the admiration of orthodox believers by reason of his pious erudition. It is now owned by Mrs. Ozro W. Humes, of Nantucket.

The little house of Aaron Coffin "The Martin Box," now owned by Mrs. Horace Folger—probably better than any illustrates the gradual growth of a 'Sconset fisherman's cottage of the oldest shape. It was built by Obadiah Folger and its origin was a single room extending from the chimney to the south. It is but ten feet high to the peak of the roof. The little bedrooms were then added. Then it was extended a few feet to the northward, and when old Aunt Folger saw it she was so startled by its proportions that she said it as a "perfect rope walk." Then an extension containing two rooms was made to the westward, and still later an old boathouse was moved and added to the east side, the wide door of which is flush with the street. It is one of the quaintest cottages on the Bank, and was occupied by Henry Barnard, a great uncle of Rev. Phebe A. Hanaford.

"Clifton Cottage," (now known as "Driftwood") is another of the old houses, but it has been enlarged by putting on another story. It was built by George Folger, about 1818. George sent his son Philip to oversee the building. Philip said he knew nothing about the business and hence had an easy time. Mrs. Herbert C. Gardner, of West Medford, is the present owner.

"Nonquit," (now "Come Aboard"), is owned by Mrs. Agnes Shand, and is another of the oldest houses enlarged by a second story, which was extended to the front. In 1814 it was owned by Obed Mitchell.

"Felicite," formerly owned by the late Benjamin Lawrence and Capt. Charles McCleave, and sold by the latter to Richard E. Burgess & Sons, is a two-story house with gable flush with the street, and a wing extending to the north. It was a very old house in 1814, and then, or soon after, was owned by John Emmitt. The second story was added about twenty years ago, and since then the Messrs. Burgess have added quite a pretentious grocery and provision store. The north section of the Burgess property was once the assistant lighthouse keeper's residence at Sankaty.

"Sans Souci," on Broadway, owned by Mrs. J. H. Belcher of Providence, has a singular history. It was originally erected in Trader's Lane, in Town, and was a part of a duck or twine factory. The kitchen was a boat-house, belonging to Mr. Brown, Mrs. Belcher's grandfather, and the brick in the chimney were in the British ship "Queen" when she was wrecked on the Island. A portion of the house was taken to Madaket and thence brought to 'Sconset. It was moved here in 1811. It was the first house in 'Sconset to have its height increased by a second story. In 1879 it had 13 windows, no two of which were alike.

The little house east of John Pitman's lot, at the head of Broadway, was moved by Frederick Pitman from "Guinea" in Town. It was located on or near the site of a barn which Mr. George F. Mitchell, when a young man, brought from Shimmo in 1866.

Between Centre and Shell Streets.

Abutting Main street was a small barn, belonging to Capt. Samuel Wyer, which was later sold and moved near the railroad depot and is now owned by H. Marshall Gardiner. It is believed it is a portion of a house which once stood at the corner of Main and Centre streets, and belonged to Obed Coffin.

Arrietta Hussey's house, to the north, was originally a rather imposing cottage with high "warts," and was built by James Josiah Coffin, and owned by him in 1814. It has undergone some changes under the present owner, but retains its general characteristics.

A little yellow cottage, called "Sunny-Side," and belonging to the late Capt. Charles P. Swain, stands next, and is very old. Captain Swain told that he knew the house in 1806, and that then it was known to be very old. In 1814 it was owned by William Gardner; and his and the family of Sylvanus Gardner were the only ones who remained in 'Sconset during the winter months. Sylvanus occupied a house on the Bank in 1814, and long after, which was removed somewhere along in the forties. The Swain cottage is now owned by his granddaughter, Mrs. Florence Conable. It has had a two-story addition, and its name has been changed to "In and Out."

Retrospective.

Another twelve months of life on Nantucket fails to reveal any events of a sensational nature—barring one or two sudden deaths. Retrospection at the close of each year is interesting, of course, for it is always interesting to view the past, but it always develops that life on this island is about as happy and peaceful as could be found in any community on the face of the globe. In perusing our file of the year 1912 we have found the following to be the most important happenings recorded:

January.

1st—Marriage, in Norwood, Mass., of Lincoln E. Lewis and Miss Cora E. Cobb.

6th—The Rev. F. W. Manning accepted a call to the First Congregational church of Swampscott.

6th—Born, to Mr. and Mrs. Walter L. Mason, in Philadelphia, twin boys.

6th—Charles Bickerstaff accepted a position as quarter-master on the U. S. lighthouse tender *Anemone*.

8th—Installation of officers of Union Lodge, F. & A. M., by Past Master Henry Paddock.

12th—William Duncan awarded a verdict of \$4,200 in a suit against the New York, New Haven & Hartford Railroad Company.

13th—Miss Bernice Winslow entertained young friends on the occasion of her thirteenth birthday anniversary.

17th—Marriage of Miss Nina Veeder and Arthur Streeter.

31st—Born, in Winthrop, to Mr. and Mrs. Arthur M. Thompson (nee Frances Joy) a daughter, Gertrude Buchanan Thompson.

February.

2d—Mr. and Mrs. Joseph G. Remsen observed the thirty-fifth anniversary of their marriage.

12th—Lincoln Day masquerade in Athletic Club hall.

12th—Annual town meeting. Total appropriations, \$83,301.66. Town voted to buy an auto-chemical fire engine.

24th—Mr. and Mrs. Henry Macy Upham observed the forty-second anniversary of their marriage, in Boston.

27th—Eleven young friends surprised Miss Miriam Furber, at her home on Academy Hill.

29th—Master Gilbert Burchell, son of Mr. and Mrs. Edward Burchell, celebrated his fourth birthday anniversary.

—Twin girls made their appearance at the home of Mr. and Mrs. Ward W. Battelle (nee Linda S. Burgess) in Dover, Mass.

March.

1st—Mr. and Mrs. Augustus Chase Lake observed the twelfth anniversary of their marriage.

4th—Born, to Mr. and Mrs. Whittemore Gardner, an eleven-pound daughter.

7th—Maria Mitchell fellowship of \$1,000 awarded to Miss Margaret Harwood, of Littleton, Mass., a graduate of Radcliff College.

8th—Mrs. Mary F. Coffin celebrated her eightieth birthday anniversary, at the home of her son, in Port Madison, Washington.

11th—Born to Mr. and Mrs. Herbert S. Whiton (nee Edith H. Wyer) a son, at their home in Minneapolis.

North of the pump is one of the most quaint of the ancient cottages. It now belongs to Mrs. Hannah B. Sharp, of Nantucket. It was owned in 1814 by Shubael Barnard. More views of it have been taken by artists and photographers than of any spot in the village. They are generally taken with the old pump in the foreground. Mrs. Sharp has given it the name of "Meerheim."

The house of Mrs. Nancy Clark, widow of Uriah, now owned by Horace Folger, was built by Richard Swain. His son Richard lived in it in 1814. It is a very old house.

The house of Capt. Obed Bunker, now owned by Miss Florence Irving, was built by Sylvanus Coffin, and stood in its present place in 1814.

"Hearts-Ease," owned by the late Capt. Edward B. Hussey, and for many seasons occupied by J. Ormond Wilson and family of Washington, was owned in 1814 by Jonathan Jenkins. Subsequently, about 1820, Reuben Starbuck became possessed of it, and he added to it and employed a mason to lath and plaster the interior. A little grandson of Sylvanus Gardner observed the operation and he ran home with the exclamation



Centre street, Siasconset, forty years ago, looking north from Main, with Samuel Wyer's cottage (now Mrs. R.B. Hussey's) on the left, and just a glimpse of the old Peter Chase house on the right.

"Grandma, he is putting on the whole broadside at once." And Annie Gardner, Sylvanus' wife, said that Reuben had had a wife, a wifey, and now he had got a dandy, and he supposed he must plaster his house. The property was purchased by the late Mrs. C. D. Cushman a few seasons since, and she has changed its appearance some little.

Asa P. Jones's house, the long, wood-colored structure with vines climbing a lattice on the east side of the kitchen, was an old house in 1814, but was small in proportion to its present size, and is much altered in appearance. It was then covered with wide boards, clinker-built, and was owned by Matthew Barney, then an old man. Frederick Mitchell bought it about 1815. Its present owner is Miss Louise Streeter Warren.

The next house to the northward, "Wanackmamack Lodge," is owned by Mrs. Charles E. Stephens. It was built by Felix Slocum Folger, in 1815, or soon after. It was kept as a public house by Charles Elkins from about 1840, for many years. Mrs. Stephens has greatly modernized it.

"Aurora Villa," owned by Mrs. Percival Lathrop, was built by Obed Joy, between 1824 and 1830. Its beginning was brought from Sesachacha. The late Josiah Macy enlarged it and put on clapboards, so that its characteristic features as a fisherman's cottage were lost, and it has been further enlarged and is now a commodious little house.

The house opposite "Aurora Villa," belonging to the estate of Robert B. Coffin, was originally a shop, and was used by Charles Elkins for a store-house, when he kept a public house nearby.

The little store and residence combined, formerly the property of Mrs. Andrew D. Winslow, was evolved from two buildings—one that stood near the "old Pump" on the corner of New Street, and was used as an ice cream parlor by the late Alfred Folger; the other a small store building, owned by Capt. George W. Coffin, that stood east of his home on New Street, now known as "Seldom Inn."

"Little Nest," next north of "Castle Bandbox," is a somewhat modern type cottage, owned by W. H. H. Smith, and was made from a barn (which was originally a plastered house) that stood on the same lot.

Around the South Gulley.

The north part of the John C. Morris house (now owned by L. B. Gardiner) was originally a very old, little barn. It was altered by him to a house, and he added the south part many years ago, and brought up a large family in it.

19th—The board of firewards signed contract for the automobile chemical fire engine voted for at the annual town meeting.

21st—Percy B. Bragdon was appointed one of the state boiler inspectors by Governor Foss.

22d—The members of the Class of 1912, N. H. S., were entertained by Mrs. George W. Rogers, Orange street.

24th—Damage aggregating over \$300 was caused by a fire in the kitchen of Oliver C. Hussey's farm-house at Cherry Grove.

29th—The members of the Class of 1912, N. H. S., with Miss Carrie J. Long as chaperone, started on their Washington trip.

April.

1st—Selectmen and firewards held a joint session, to discuss the question of condemning or releasing the land under the Orange street engine-house.

1st—Saumel T. Burgess entered upon his duties as Chief of Police—the fourth to hold that position in seven months.

2d—Sankaty lighthouse struck by lightning.

4th—Herbert G. Worth injured by runaway horse on Polpis road.

8th—Temperature fell to 6 degrees.

12th—Scow commenced making repairs on Steamboat wharf.

15th—Special town meeting appropriates \$300 for moth extermination, \$200 for sewer extension on Atlantic avenue, \$250 for repairs and maintenance of sewers and \$200 to purchase a vacant lot near Newtown cemetery.

17th—Relief Corps No. 86 observed its fifteenth anniversary.

18th—Mrs. Maximillian Sand purchased the Kelly property at Beachside.

18th—Red Men held masque ball in their hall on South Water street.

24th—Last trial of a hand fire-engine in the town proper, previous to "No. 7" being taken over to Sconset.

24th—Grand concert and ball of "The Owls."

29th—Nantucket Lodge celebrated the ninety-third anniversary of the introduction of Odd Fellowship into America.

May.

2d—Steamer Sankaty aground about fifty feet from the wharf. Released after thirty-five minutes' work with the engines.

4th—Members of the Brockton Commercial Club came to Nantucket for their annual outing.

6th—Selectmen granted licenses to druggists.

7th—J. B. Folger purchased the bakery business of L. N. Othote and announced his intention of opening a restaurant in connection therewith.

8th—The Nantucket Band made its debut.

13th—"The Bug" again placed in service on the Nantucket railroad.

21st—False alarm of fire sounded by someone who thought Swain's ice-plant was burning.

26th—Portuguese residents observe annual Feast of the Holy Ghost.

27th—Train service on the Nan-

The house of Valentine Aldridge to the west, is made up of the parts of two houses, one that was taken from the edge of the Bank to prevent it going over at the time of the October gale, in 1841, when it was moved to its present location. It belonged originally to Nathaniel Coffin, and was bought by Capt. Aldridge's father before 1841. The other part of it was the most southerly house in the village at that time. It was the Eben Barnard house, and stood near the edge of the Bank, and was owned for many years by Stephen Coleman, and then was bought by Gorham Coleman. It has been added to since.

The house of Frederick C. Sanford (now of estate of Robert B.

Coffin) was built within a few years, and replaced one of the old type that stood on the corner facing up Broadway.

On the site of the present post-office building, near the head of the Gulley, there was in 1841 a little house which was taken down about thirty years ago, and put together on the west side of Morey Lane, and is now known as Billy Bowen's "Sea Shell." It was owned then by Obed Coleman and his son, and was called the hack house, because Coleman ran a hack. This house was "Uncle Rube Ramsdell's" habitation when it stood on the post-office site. He was very deaf, and in one heavy gale the roof blew off, which he knew nothing of until he awakened and saw the stars twinkling above his lonely cot.

New Street.

The snug house next to the store corner of New Street and Pump Square, "Daisy Cot," belonged to Capt. David M. Bunker and was originally a little store owned by his father-in-law, David Wood, and was situated on the wharf in Town. Mr. Wood took it to 'Sconset and set it up near its present position. Before its enlargement a few years later, it was one of the tiniest little houses on the Bank, and is still quite small.

William Owen's house, which stood next west, on the south side of the street, was moved from Nantucket, near Mill Hill, many years ago, (where it had been the homestead of the late Jared Tracy.) Later, when Park street was cut through, it was moved to a position further west, where it has remained until within two months, James H. Watts being the owner. It has now been moved out on Sankaty Road, the Siasconset Casino Association having purchased the land.

The house belonging to Mrs. A. B. Pitman, granddaughter of the late Charles Paddock, on the north side of the street, originally stood on the Bank, and belonged to Uriah Bunker. It was removed to its present posi-



Looking up Main street (west), Siasconset, forty years ago, from the site of the present postoffice. In the foreground are Capt. Elisha H. Fisher and Samuel Swain (the latter sitting at right of picture).

tion, and added to by a chaise house brought to 'Sconset from Town. The parlor is six feet and one inch between the floor and ceiling, and tall men are not allowed to dance hornpipes, except they enter into bonds to pay damages in case they break the plastering.

A part of the house of the late Capt. George W. Coffin (now Mrs. Reuben C. Small's), on the north side of New Street, originally stood on the Bank, near the Gulley, and belonged to Ichabod Aldridge, who sold it to Captain Coffin for \$30. It was removed at the time of the October gale in 1841 and set up on its present site, and added to.

"The Bee-Hive," occupied by Franklin Hallett Folger, and owned by George F. Coffin, was once on a Town lot, in the section known as Egypt, and was taken to 'Sconset in the early fifties.

The house next west, owned by Allen Smith, was removed from Orange Street, Nantucket, two years ago.

The remaining houses were built on their present sites within comparatively recent years, excepting that of F. O. Holdgate, which was moved from Sankaty Bluff a few years ago.

Retrospective.

Continued from First Page.

tucket railroad commenced for the season.

28th—False alarm of fire sounded from Box 35, at Beachside.

29th—Arrival of the auto-chemical fire-engine.

29th—Crop of ice stored in house at Tom Nevers pond destroyed by eight men from 'Sconset.

June.

1st—Firewards selected men to comprise chemical engine company.

2d—Chemical made an "official trip" to 'Sconset.

3d—Charles W. Vanderhoop entered upon his duties as assistant keeper at Sankaty lighthouse.

4th—Governor Foss signed the bill appropriating \$10,000 for dredging in Nantucket harbor.

5th—Mr. and Mrs. Albert R. Coffin observed the twenty-fifth anniversary of their marriage.

8th—Special town meeting discussed the auto-chemical, authorized the treasurer to hire \$20,000, passed regulations governing the quahog industry, and turned down a proposition to appropriate money to combat the tussock moth pest.

12th—Two young men worked the "flim-flam" game in Nantucket, getting eight victims.

12th—Horse attached to a surrey occupied by Mrs. Orville Coffin, Mrs. Louis Coffin and three children, ran away. No one injured.

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or of Feminine Types

NORMAN

and Amusing Act

MINI and MAX MILLIAN,
G DUNBARS, and other
Entertainers.



CASTLE

421 Tremont St. Tel. Tremont 5
SQUARE THEATRE

Down-town Office, 15 Winter Street
(Vorenberg's).

Castle Square Theatre Dramatic Stock Co

WEEK BEGINNING JAN. 23

DION BOUCICAULT'S IRISH DRAMA

000

CONN

000

The Shaughraun

An elaborate and artistic
production. A positive
triumph in scenic and
mechanical effects.

000

Matinee Prices, 15c., 25c., 50c.
Evenings, 15c., 25c., 35c., 50c., 75c.
Daily at 2 and 8 P.M. Open 1.30 and 7.30.
Box Office open 8 A.M. to 10.30 P.M.
Monday Matinee, Souvenir Bonbons

JAN. 30—SAG HARBOR

GLOBE

TODAY 2-8
Engagement Ends
Next Saturday, Jan. 28

The Big Character Comedy

Checkers

—WITH—

THOS. W. ROSS

And 150 People

ENTIRE ORIGINAL N. Y. COMPANY

Wednesday Mat. . . 25—50

Saturday Mat. . . 25—50—75

Evening Prices . . . 25—50—75—1.00

Tomorrow Night—Popular 25-50 Concert

BOSTON THEATRE

LAWRENCE McCARTY, Lessee and Man.

MME.

REJANE

And Her Company

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The house of Valentine Aldridge to the west, is made up of the parts of two houses, one that was taken from the edge of the Bank to prevent it going over at the time of the October gale, in 1841, when it was moved to its present location. It belonged originally to Nathaniel Coffin, and was bought by Capt. Aldridge's father before 1841. The other part of it was the most southerly house in the village at that time. It was the Eben Barnard house, and stood near the edge of for many years by Stephen Coleman, and then Coleman. It has been added to since.

The house of Frederick C. Sanford (now Coffin) was built within a few years, and replaced stood on the corner facing up Broadway.

On the site of the present post-office building, there was in 1841 a little house which was years ago, and put together on the west side of known as Billy Bowen's "Sea Shell." It was owned by his son, and was called the hack house, because this house was "Uncle Rube Ramsdell's" habit post-office site. He was very deaf, and in one off, which he knew nothing of until he was twinkling above his lonely cot.

New Street.

The snug house next to the store corner Square, "Daisy Cot," belonged to Capt. David M. a little store owned by his father-in-law, David the wharf in Town. Mr. Wood took it to 'Sconset present position. Before its enlargement a few the tiniest little houses on the Bank, and is still

William Owen's house, which stood next to street, was moved from Nantucket, near Mill H it had been the homestead of the late Jared T street was cut through, it was moved to a post has remained until within two months, James It has now been moved out on Sankaty Road, th tion having purchased the land.

The house belonging to Mrs. A. B. Pitman Charles Paddock, on the north side of the str Bank, and belonged to Uriah Bunker. It was



Looking up Main street (west), Siasconset, from the present postoffice. In the foreground are Capt. Swain (the latter sitting at right of picture).

tion, and added to by a chaise house brought parlor is six feet and one inch between the fl are not allowed to dance hornpipes, except t damages in case they break the plastering.

A part of the house of the late Capt. Reuben C. Small's), on the north side of New Bank, near the Gulley, and belonged to Ich Captain Coffin for \$30. It was removed at in 1841 and set up on its present site, and ad

"The Bee-Hive," occupied by Franklin George F. Coffin, was once on a Town lot, in and was taken to 'Sconset in the early fifties. The house next west, owned by Allen S Street, Nantucket, two years ago.

The remaining houses were built on their present sites within comparatively recent years, excepting that of F. O. Holdgate, which was moved from Sankaty Bluff a few years ago.

3305. I had occasion some years ago to look up the Nantucket sheep-shearing matter, and gained exact information from a reliable lady on the island. The question was taken from an old poem called "The Harper," written in 1844, describing the unique scenes of that festival. The islanders in their best attire rode in the two-wheeled carts out to Miacomet Pond. An indispensable accompaniment of the festivities was "Blind Frank," the fiddler, an "off-islander," from the Cape, i. e., from "Coofdom." He could only play two tunes (for the dancing), which explains the song:

Coppers from many a hand were rung,
As wading through the sand he sung:
'Tis 'tew I can't, and tew I can,
All the way to the shearing pen!

The washing was performed on Friday and Saturday, about the 20th of June, Sunday being left for the sheep to dry. The shearing and its famous festivities then followed on Monday and Tuesday. I think the picture of the two-wheeled cart is still sold on the island—no doubt, in these modern days, on a postal card! C. C. C.

The following may be found in a small book published by Crosby, Nichols & Co., in 1853, entitled "Seaweeds from the Shores of Nantucket," written 1844 by Charles F. Briggs:

THE HARPER

Old Ocean's stormy barrier passed.
The Harper gained the beach at last;
He seized his harp, he leaped ashore;
He played his wild refrain once more,
The same old sixpence, tu and tu,
Echoed the shores of bleak Cooteau—
'T was tu I can't, and tu I can,
All the way to shearing pen.

Onward, but not unheeded, went
The Harper old; his form was bent,
His doublet wool, his hose were tow,
His pantaloons were cut so so;
The people gazed, the coofs admired,
And many stranger things transpired;
Coppers from many a hand were rung,
As, wading through the sand, he sung—
'Tis tu I can't, and tu I can,
All the way to shearing pen.

'T was just midway of all the year,
When flowers and fleeces first appear,
When grass is grown, when sheep are sheared:
When lilies, like a lady's hand,
Their scented petals first expand;
When flowery June was in her teens,
The Harper, 'mid his favorite scenes,
Played tu I can't, and tu I can,
All the way to shearing pen.

The streets are passed, the plain is reached,
Whose uniqueness was ne'er impeached,
Dearer to him than Marathon,
Or any plain beneath the sun;
Dearer by far than hymns or psalms,
The bleatings of those new-shorn lambs;
Dearer than all that homespun strain
The Harper wildly sings again—
'Tis tu I can't, and tu I can,
All the way to shearing pen.

The Harper sets him 'neath a tent,
Made of a mabasil, patched and rent;
The curious folk, of every hue,
Looked on as though they'd look him through:

He signifies his calm intent
To drink—of the liquid element;
He eats a large three-cornered bun;
And then, his slight refection done,
He takes his harp, and plays again
The same mysterious wild refrain—
'Tis tu I can't, and tu I can,
All the way to shearing pen.

Soon as the Harper old appeared,
A ring was formed, a space was cleared;
Three ladies, clad in spotless white,
Three gentlemen, all dandies quite,
Impatient for the dance, are seen
On the brown sward—some call it green,
No light fantastic toes belong
To any of the joyous throng.
They're all prepared to reel it strong!
The Harper roams well his bow—
His very catgut's in a glow,
With tu I can't, and tu I can,
All the way to shearing pen.

The sheep are sheared, the reel is done,
The Harper back to Coofdom gone;
My lay is closed, you'll think it meet:
Pleasures are always short when sweet;
'T was so when first the world began,
Who was the Harper? what his strain?
Wait till you hear him play again—
'Tis tu I can't, and tu I can,
All the way to shearing pen.

The Harper was the blind fiddler that came from Cape Cod to practise his art annually at the "boards," on sheep-shearing festivals. This was written at his death in 1844.

J. A. B.

tucket railroad commenced for the season.

28th—False alarm of fire sounded from Box 35, at Beachside.

29th—Arrival of the auto-chemical fire-engine.

29th—Crop of ice stored in house at m Nevers pond destroyed by eight en from 'Sconset.

June.

1st—Firewards selected men to comprise chemical engine company.

2d—Chemical made an "official rip" to 'Sconset.

3d—Charles W. Vanderhoop entered upon his duties as assistant keeper at Sankaty lighthouse.

4th—Governor Foss signed the bill appropriating \$10,000 for dredging in Nantucket harbor.

5th—Mr. and Mrs. Albert R. Coffin observed the twenty-fifth anniversary of their marriage.

8th—Special town meeting discussed the auto-chemical, authorized the treasurer to hire \$20,000, passed regulations governing the quahog industry, and turned down a proposition to appropriate money to combat the tussock moth pest.

12th—Two young men worked the "flim-flam" game in Nantucket, getting eight victims.

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Next north of it, on Shell street, stands what was always known as "Hop Cottage," now called "Waldorf-Astoria, Jr." Its origin nobody has been able to give any inkling of, and there are many who believe it is as ancient as any structure in the village. It was sold by the Samuel Swain estate to Miss Louise Streeter Warren, the present owner.

Just north, between this cottage and the present grocery store building, corner of New street, owned by Horace Folger, for many years stood "Uncle Nat Hussey's shanty," which was used as a loafing place. It was owned by Samuel Swain, who later tore it down.

Main Street.

The beginning of the house on the north side of Main street belonging to the heirs of Matthew Starbuck, was originally a cooper shop owned by David Huntington, and was moved by Thomas F. Mitchell down on the Old North wharf, in Town. Thomas A. Gardner bought it, and took it to 'Sconset, and put it up in its present position and made it into a house. Its origin would hardly be suspected in the neat modern cottage that it now is.

George W. Rogers's modest little house, next west of Mrs. J. T. Linthicum's, was brought from Town, but from what section we have failed to learn.

On the Hill.

The house of Charles H. Pitman, next south of the school-house, was part of the old Brant Point light-house, and is now twice its original size, for the second story of the original building, as it stood before its removal here, was put alongside the first story, making it double its original length. It was brought to 'Sconset by Edward F. Easton at the time the present lighthouse was built, and for many years was owned by the late John M. Bovey.

A portion of the little yellow house on the top of the hill, north of Main street, (the Job Coleman place, now owned by Frederic C. Howe) was one of the houses that was moved from the Bank. It originally belonged to Solomon Smith. Job Coleman bought it when it was still there, and added on a piece for a barn. During the gale of 1841 the barn was pulled back while the rest of the house went over. The barn was moved to near where Billy Bowen's house now stands, on the west side of Morey Lane, and was again used as a barn. Thence it was moved to its present site, and with additions and improvements it has become the pretty little house that it is. For many years it was owned by the late George C. Macy.

Shingled Houses.

In 1814 there were many houses in 'Sconset that were not shingled on their sides.

Fences.

There were no fences in 'Sconset up to 1830. The houses had been put up wherever there was available space, with little passage-ways between, some of which were only wide enough for a wheelbarrow and others to admit of the passage of a cart, and many of them in 1882 were dignified by naming them as streets, though some are scarce thirty feet long. Capt. George F. Joy put up the first fence in the village around the house built by his father, "Castle Band-box." It was done by Captain Joy under the advice of old Stephen Coleman, because the movement of the cows on his land annoyed him. It was made of boards given him by his uncle, old Benjamin Worth, then living in Asa P. Jones's house, from an old fence taken down in Plainfield. Old Sylvanus Coffin was much distressed at the innovation, because it compelled him perhaps to go seventy-five feet further to reach his lot.

(To be continued in our next issue.)

31st—Quahog shipments for September amounted to \$4,060.

October.

1st—October sitting of the Superior Court presided over by Judge Lloy E. White.

2d—Marriage of Maurice Norcro and Mary Elizabeth Sylvester.

2d—Nantucket fishermen, assembled in town meeting, reconsidered the action of the annual meeting and adopted a new set of regulations for the government of the scallop fishery.

9th—Fishermen held another special town meeting. An effort to reconsider the action taken the week previous was voted down.

15th—Members of the Athletic Club went to Brockton for the annual outing as guests of the Commercial.

16th—Service made on members of the board of firewards in suit brought by Augustus L. B. Fisher against the town, alleging infringement of property rights.

19th—Death of David B. Andrew

23d—Death of Patrick Keane.

25th—Scallop fishermen, who were violating the local regulations, received a scare through the activity of William Johnson, who abided by the law and thought others should do the same.

26th—Court decided not to issue injunction restraining firewards from

continuing work on the Centre street engine-house.

28th—Miss Dorothy Palmer seriously injured by the accidental discharge of a shotgun.

28th—Marriage, at Jamaica Plain of Miss Elsie G. Moory and Harry Cady.

November.

5th—Nantucket voted Democratic for the first time in its history.

6th—Motor-boat Florence IV saw ashore on the outside of Great point. Floated the following morning steamer Petrel.

11th—Four hundred persons attended the farmer's institute held in the Athenaeum hall.

12th—State inspectors brought charges of "short weight" against several Nantucket parties.

15th—Death of Henry Bigelow Williams in Boston.

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28th—Thanksgiving Day. Severe storm injured vanes of the Old Mill.

30th—Over a thousand kegs of scallops shipped from Nantucket during the month of November.

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8th—Work of reforesting Nantucket island commenced under direction of the state.

10th—A one-fourteenth portion of the brick block in Main street sold at auction for \$1,155.

11th—Sixteenth annual meeting of the Nantucket County Teacher's Association.

11th—Fire alarm improvement completed.

14th—The Estate property, on W. Chester street, purchased by Nantucket Cottage Hospital Corporation for \$6,000.

19th—Special town meeting appropriates \$2,000 additional for the fire department.

25th—Heavy blizzard brought Nantucket a white Christmas, with first sleighing on the holiday since 1878.

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24th—Ruth Jones bitten by a dog at Surfside.

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August.

3d—Landing pier completed in front of Athletic Club property.

9th—Nantucket Railroad train run down to freight-house on wharf for first time.

14th—Revenue cutter Acushnet entered Nantucket harbor for the first time.

19th—Steamer Sankaty lost a blade from her propellor while on the passage to New Bedford.

28th—Schooner Julia A. Berkele in trouble off Nantucket. Towed to port in a leaking condition by steamer Petrel.

30th—Governor Foss visited Nantucket.

31st—Over \$5,000 worth of quahogs shipped from Nantucket during the month.

31st—Special town meeting refused to appropriate more money for the use of the fire department.

September.

2d—Death of the Rev. Fr. Thomas J. McGee, formerly of Nantucket.

11th—Severe thunderstorm passed over Nantucket. But little damage from lightning result.

10th—A week of runaways.

15th—Death of Judith J., widow of George G. Fish.

20th—Nelson Clark drowned off Swain's wharf.

22d—Marriage of Viola Celeste Thomas and Ralph Irving Bartlett, in the Congregational church.

24th—Nantucket manifested no interest in the state primary, only 51 voters going to the polls.

28th—Schooner Julia A. Berkele sold at auction for \$590.

In By-Gone Days.

Editor of The Inquirer and Mirror:

As one of the "old boys" of today who revel in the recollections of half a century ago so vividly recalled by your Providence correspondent. I want to join in a vote of thanks to J. E. C. Farnham for his reminiscences.

John Olin's tamarinds—I can taste them now! And Edward Mitchell, grave and good, of solemn visage but kindly heart, who sold school books that we hated and licorice stick that we loved! How we eschewed the former and chewed the latter when the teacher's gaze was averted. How it often passed from mouth to mouth in the process of mastication, eventually emerging in the form of pulp, peculiarly adapted for moulding into spit-ball projectiles.

Shall I ever forget the abortive attempt my chum and I once made to palm off upon Edward for a copper cent a brass button from which the eye had been deftly removed? I don't think either of us ever tried to "shove the queer" again, and I can imagine how my old-time friend will smile when he reads this paragraph in his far-off home on the Pacific coast.

"Joe" Farnham was one of the big boys and I one of the small ones in the early 60's—hence his recollections date farther back than mine—but he remembers too much, when he recalls Eben R. Folger as deacon and superintendent respectively of the North Congregational church and Sunday school. He has confounded the names of "Eben R.," the carpenter, and "Edward R.," the deacon. The latter was a light of blessed memory unto my youthful feet from the day they first trudged up the rising floor of the Old North Vestry to the juvenile department above, presided over by "Aunt Hepsy" Edwards, until he "rested from his labors." Aside from his religious duties I remember him only as associated in secular labors with Alexander Coffin, dentist, in

the old "Lodge Building," Main street.

Main street, below the "town house," was a sort of "Mason & Dixon's line," across which the "Chicken Hillers" seldom ventured into the south part of the town, unless a fight was "on," and, while I recall many of the persons and localities referred to, they don't appeal to me as they do to an old-time "New-towner," or dweller "under the bank."

"Will" Macy and "Sine" Nevins, too, indulge in reminiscences fraught with interest to their contemporaries. Though covering a succeeding decade, there is a kindred vein which permeates the whole and suggests that human nature is very much alike in every age and generation, though it may be of questionable advantage to posterity to exploit the escapades of their predecessors. Nevertheless, as we pass succeeding milestones in the journey of life the propensity to indulge in the reminiscences of youth grows apace.

Arthur H. Gardner.

Water Front

Another car-load of scallop kegs arrived Monday.

Owing to the high northerly wind, steamer Sankaty delayed her departure until 7.30 Saturday morning.

Schooner Fred Tyler hauled into her winter's berth at Straight wharf on Sunday, alongside the Charles E. Wyman.

Schooner Julia A. Berkele sailed early Monday morning for New York. The Berkele will remain in commission during the winter months.

Repairs were made to the road-bed on Steamboat wharf, Tuesday, some of the wash-outs resulting from the recent storms having left large holes there, which were dangerous to travel.

The railroad track between the wharves has been washed out by recent storms, the sand going down into the dock, as has been going on for many years. Perhaps there will be a bulkhead there some day in the far distant future.

Schooner Mattie Alles arrived in port Thursday morning, with coal for J. Killen & Son, after a quick run through the sound. The Alles will probably winter at Nantucket, tying up on the T on the end of Straight wharf, just ahead of the four schooners already quartered there.

Jan. 11, 1913.

Births, Marriages and Deaths.

Through the courtesy of Town Clerk Bunker we present below the chronological data of the town of Nantucket for the year 1912. The record of births, marriages and deaths is always of general interest, and this year we find but 46 births recorded, against 66 in 1911. Of these 46 births, 29 were females and 17 males—which seems to be the sex proportion for several years past.

There were but 22 marriages recorded—the least of any year since 1907, when there were but twelve.

There were 48 "resident deaths"—that is, persons who died and were interred on the island—with 17 persons who died abroad and were interred at Nantucket, and 14 who died at Nantucket and were buried abroad, making a total of 79 deaths recorded in 1912. Of this number, 32 were males and 47 females, and only 8 were of persons under forty years of age. In fact, 64 of the 79 deaths were of persons over 50 years old.

BIRTHS.

April—1891.

20—Viola Celeste, daughter of George E. and Mary J. Thomas.

July—1911.

20—Waldemar, son of George and Lina Duce.

August 1911.

21—Irene, daughter of Ray and Hazel Bigham.

October—1911.

23—Mildred Dorothy, daughter of Alfred and Elizabeth Dawson. At Fall River.

January—1912.

14—Jean L'lano, daughter of Fred-eric M. and May Heighton.

17—John Barnicle, son of Anthony F. and Mary A. Miller.

February.

22—George Washington, son of William and Ellen Duncan.

22—Earlington P., son of Stephen L. and Evelyn M. Ryder.

23—Elva Minerva, daughter of William H. and Grace Luce.

24—William Joseph, son of Michael J. and Edith C. Larkin.

March.

4—Elizabeth Freeborn, daughter of Whittemore and Rhoda W. Gardner.

17—Robert Bryce, son of William J. and Ethel C. Blair.

20—Evelyn May, daughter of John B. and Ida May Gardner.

22—Antonio S., son of Jose S. and Mary J. Rezendes.

29—Faith, daughter of Walter C. and Elinore Cabot.

31—Esther Louise, daughter of Arthur C. and Susan A. Eldredge.

April.

8—Helen Louise, daughter of Herbert L. and Annie Brown.

19—Edward C., son of Edward C. and Ethel W. Barrett.

27—John Harrison, son of Oscar and Mary Hamblin.

28—Dorothy May, daughter of An-nibal J. and Berenice E. Martin.

28—Doris Ada, daughter of Samuel R. and Ada E. Burchell.

May.

4—Cornelius Joseph, son of Edgar and Nora Dunham.

8—Margaret Catherine, daughter of Thomas T. and Margaret M. Tatro.

17—Frances Rosellen, daughter of Leonard B. and Cecilia E. Chase.

24—Dorothy S. and Mary S., daughters of Eugene and Mary R. Viera.

28—Ethel Marie, daughter of Philip and Marianna A. Murray.

June.

27—Edmond J., son of Manuel J. and Belle Perry.

29—Amy Corinna, daughter of Walter M. and Eliza H. Burdick.

THE EVOLUTION OF SIASCONSET.

A History of the Place, from Its Inception to the Present Day.
From Original Notes by E. F. Underhill, Revised and
Enlarged Upon by R. B. Hussey.

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The Beach.

In 1814, and thence forward for many years, the beach was so narrow in front of 'Sconset that in heavy gales the surf washed over it to the foot of the Bank, and twice, it is recalled, it was washed away and houses had to be removed. A street to the eastward of the one now on the edge of the Bank thus disappeared. The beach was narrow to the southward, and far to the westward of Tom Never's head, and in heavy storms the ocean washed over it into Tom Never's Pond, now hundreds of feet distant. A little daughter of William Ray, who had a farm on Tom Never's Head, with another girl, opened a sluice-way for the water in the pond by digging out the sand with quahaug shells. In 1852, when the ship *Shanunga*, laden with cotton, ran ashore at "the Head," it was so near that the cargo could be landed on the top of the Bank by a tackle.

From the nucleus of about fifty fishermen's shacks has evolved the charming summer place, with a chapel, some pretentious cottages, three hotels, street lights, the golf links, its casino, and other modern luxuries, but all the while holding the "old 'Sconset'" well in hand, while a new "old 'Sconset'" is already taking root on the beach (which has widened to several hundred feet), in a section designated as Codfish Park, where shacks of various types are being constantly erected from discarded fish-houses, etc., just as the original builders began operations in 1695 "on the Bank."

These people are "squatters," just as were the original settlers. Gradually they have taken up locations, and all during the past thirty years, the widening of the beach having created building sites, which have been pre-empted, fish-house giving place to shanty, and shanty to more pretentious dwelling and bathing house, until the fish-house is almost a memory only. These structures have multiplied rapidly within the last three years, and are grouped largely between the Middle and North Gulleys, and around several of them, right on the beach sand, may be noted incipient lawns, rose-bushes and climbing plants, while locomotion has been made easier by laying down kelp, which furnishes good footing. And the march of civilization in the park is further accentuated by the recent setting of posts—sort of claim staking—around these little habitations, which form one of the



Shell street, Siasconset, forty years ago, with "Hop Cottage" on left, and Uncle Nat Hussey's next north, and "Takitezie" on right. At right stand Aunt Ann Swain and F. Willets Folger; at left J. W. Clapp, while up the street may be seen Capt. Samuel Wyer, Leander Cobb and others. Note the hoop-skirts.

most picturesque settlements conceivable. Here has sprung up a grouping of huts just as old 'Sconset had its inception—from floorless, unshingled, one-room buildings to shelters for the working classes necessary to the comfort of the summer visitors who occupy 'Sconset's houses.

A curious situation obtains in connection with this section, which has been unofficially christened Codfish Park. In the year 1886 a large tract of beach, extending from a point perhaps a hundred feet north of the present railroad terminus, at Brinton Road, to a line south of what is known as Evergreen Park, north of the "old village," was ceded to the Proprietors of the Common and Undivided Lands of Nantucket, by the late Henry Coffin, to be held in trust as recited in a deed filed with the County Records, a copy of which follows:

July.

- 14—Albert Irving, son of Harry A. and Edith M. Tobey.
- 28—Elizabeth Bradford, daughter of James O. and Sarah B. Sandsbury.

August.

- 4—Arthur Gunderson, son of James H. and Grace L. Dennis.
- 5—Helen Cutler, daughter of David C. and Hattie P. Preble.
- 9—Annette Wentworth, daughter of Charles H. and Laura A. French.
- 27—Allan Hersey, son of Walter S. and Eudora P. Parker.

September.

- 7—Maria M., daughter of John A. and Mina M. Oliver.

- 10—son of Antone L. and Clara Sylvia.

- 17—Joan, daughter of Gustav and Nellie von Seyffertitz.

- 23—Beatrice Provost, daughter of William E. and Lucy H. Burchell.

October.

- 3—Helen Constance, daughter of Walter and Ida F. Finlay.

November.

- 24—Annie Lawrence, daughter of Charles C. and Mary H. Chase.

- 27—daughter of Jose and Marie T. Souza.

December.

- 6—Mildred Harriet, daughter of Alfred B. and Mildred E. Corkish.

- 11—daughter of John and Nettie Gonzalves.

- 15—William Hanify, son of George H. and Emily M. Hamblin.

- 26—John Parslow, son of William H. and Mabelle L. Jones.

MARRIAGES.

January.

- 1—Lincoln E. Lewis, of Nantucket, and Cora B. Cobb, of East Walpole, Mass. At Norwood.

- 8—Alexander J. Mauduit and Mary Anna Norcross, both of Nantucket.

February.

- 19—Robert R. Ellis and Julia A. Oldrich, both of Nantucket.

April.

- 24—Leo Patrick Quigley and Margaret Agnes Jordan, both of Nantucket.

May.

- 1—Clarence Chester Abbott and Elizabeth Johnson, both of Nantucket.

- 9—Fred G. Chambers and Nancy A. Burdick, both of Nantucket.

June.

- 11—Jesse Howard Brown, of Nantucket, and Mary E. Howley, of Worcester, Mass. At Worcester.

June.

- 26—William E. Small and Catherine L. McCue, both of Nantucket.

July.

- 1—Frank Mason Welch, of Harwich, and Cora Burgess Lewis, of Nantucket.

- 2—Warren Barnes and Eldora L. Fisher, both of Nantucket.

- 17—Nathan Francis Thurston and Abbie G. Curley, both of Nantucket.

August.

- 26—Harry Clifton Studley and Eva Maria Shaw, both of Nantucket.

- 27—Thomas H. Wood, of St. Louis, Mo., and Emily L. Scott, of Brooklyn, N. Y.

September.

- 14—Walter E. Williamson, of Quincy, Ill., and Elizabeth H. Castle, of Nantucket.

QUITCLAIM DEED.

Grantor—Henry Coffin.
Consideration—\$1.00 etc., paid by Allen Coffin, David W. Burgess, Robert B. Coffin, of Nantucket, trustees.
Grantees—Allen Coffin, David W. Burgess, Robert B. Coffin, trustees.
Habendum to Allen Coffin, David W. Burgess, Robert B. Coffin, trustees, their heirs, successors and assigns.
Dower and homesteads by Eliza Coffin, wife of Henry.
Signed and sealed by Henry Coffin and Eliza Coffin.
Acknowledged by Henry Coffin, before George W. Macy, Justice of the Peace.
Description.

"A certain tract of land in said County of Nantucket, described by the Lot-layers of the Proprietors of the Common and Undivided Lands of the Island of Nantucket, in their return dated January 25, 1886, as follows:—

All the common land in and near the village of Siasconset, whether above or below the bank, contained and enclosed within the limits of the map or plan here-with presented," (See Proprietors' Records, Book 6, page 46, and also Book of Plans No. 2, page 44); "meaning to convey hereby all the right, title and interest set off to me by the Proprietors of the Common and Undivided Lands of the Island of Nantucket, January 25, 1886; to have and to hold the granted premises with all the privileges and appurtenances thereto belonging, to the said Allen Coffin, David W. Burgess and Robert B. Coffin and their heirs, successors and assigns forever, upon trust, to dedicate said land to the use of the inhabitants of Nantucket and to prescribe the regulations under which such use shall be enjoyed, and in the execution of said trust the following provisions shall be followed, viz:

Firstly: The trustees shall allow no building or other obstruction of any kind to be erected or maintained on the premises, except bath houses, to be used as such.

Secondly: In case a vacancy occurs among the trustees, such vacancy shall be filled by the Proprietors of the Common and Undivided Lands of the Island of Nantucket at a meeting of said Proprietors duly called for that purpose, after ten days' notice thereof by advertisement in some newspaper printed in Nantucket County."

The Proprietors appointed three Trustees (Robert B. Coffin, Allen Coffin and David W. Burgess) who had surveys made and filed, and who also had some contests in the Courts. But they were without funds, and therefore naturally did not follow up encroachments. They all have died, and there has been none to come forward to urge the appointment of or seek appointment as their successors and undertake the task of ousting these squatters, for it would mean an expenditure of money, and the tills are empty.

Meanwhile the Town, in its corporate capacity, has commenced to move, and has already laid out a road thirty feet wide from the Middle Gulley to high water mark, on which a fine cement-concrete walk has been constructed; and has also granted a petition for another road across this tract, from north to south, its entire length, which will soon be officially surveyed and recorded.

Notes.

A part of the house owned by Oliver C. Hussey, just south of the Bridge, was taken from the house now belonging to Samuel P. Pitman, and then owned by Stephen Gibbs, and was used as a billiard saloon. When thus used, it belonged to Samuel Bunker, and was known as the Bunker Hill House.

The large house of A. B. Lamberton, next south of the Underhill property, and now incorporated in the Beach House, was built probably 100



The "Anchorage," now the location of Phillips' building.

years ago by Henry Barnard, and stood on Darling street, in Town. About 50 years ago it was taken down and moved to Andrew Gardner's lot a mile and a half west of the town, where it remained until 1881, when it was purchased by Mr. Lamberton and taken to Sconset on tip carts and put up by the late Edward H. Bennett and Asa P. Jones, in its present situation.

There was in 1814 an old house situated west of and near the end of Morey Lane. It was on the land of Peleg Mitchell, grandfather of Maria Mitchell, late professor of astronomy in Vassar College.

There was also in 1814 a house a considerable distance to the west-ward of Tom Never's Pond.

22—Ralph Irving Bartlett and Viola Celeste Thomas, both of Nantucket.

October.

2—Maurice Norcross, of Nantucket, and Mary Elizabeth Sylvester, of Fitchburg, Mass.

3—Charles S. Grant, of Nantucket, and Blanche Hawkins, of Boston, Mass.

28—Harry B. Cady, of Nantucket, and Elsie Gertrude Mowry, of Jamaica Plain. At Boston, Mass.

November.

9—Jose Gonzales and Marianna Shorer, both of Nantucket.

December.

1—Clinton Callaway and Lois Bunker Swain, both of Nantucket.

9—Arthur Robin Gardner, of Nantucket, and Lillith May Gibbs, of Pocasset, Mass. At Cotuit, Mass.

28—Samuel F. Smalley and Avis G. Peters, both of Gay Head.

DEATHS.

January.

4—*Thomas D. Ramsdell, 43, 3, 0

5—†Mary B. Field, 93, 5, 27

9—Julia Owen, 74, 11, 7

10—Joseph S. DeRosa, 72, 0, 0

20—Susan P. Jones, 80, 8, 24

22—Lydia B. Chase, 67, 9, 26

23—Clara May Foster, 0, 6, 20

25—Alice Cox, 83, 7, 3

29—Keziah C. Coffin, 69, 2, 0

31—Susan C. Williams, 57, 2, 29

February.

1—Sarah L. Tebbetts, 48, 2, 24

1—*Isadora A. Wetherbee, 50, 4, 14

14—Mary Marks, 1, 9, 0

14—Emma A. Chapel, 69, 11, 11

15—Ann M. Folger, 80, 3, 7

22—Myron F. Worth, 23, 9, 5

29—Mary Macy, 74, 0, 21

March.

5—Marion G. Chase, 49, 0, 0

9—Henry H. Holm, 88, 6, 14

9—*Charles R. Curtis, 75, 9, 7

12—*William Field, 68, 2, 0

14—*Rebecca M. Farnum, 80, 2, 17

15—Earlington P. Ryder, 0, 0, 21

17—Charlotte A. Brock, 84, 2, 5

18—Joseph F. Williams, 68, 11, 14

23—Benjamin G. Tobey, 75, 9, 18

25—William M. Eldridge, 85, 10, 14

26—Missouri A. Sprague, 75, 4, 22

29—Lydia B. Rogers, 71, 0, 27

April.

6—†Alexander C. James, 73, 8, 1

9—Mabel Gomes, 0, 10, 25

15—Ruth M. Holdgate, 0, 4, 3

19—Charles H. Macy, 77, 4, 15

May.

2—Julia A. Enas, 70, 0, 0

7—Cornelius Dunham, 0, 0, 3

13—*Elizabeth B. Gardner, 80, 7, 0

31—Mary Eliza Field, 60, 6, 3

31—*Phebe B. Long, 67, 8, 13

June.

9—Mary E. Fisher, 62, 7, 24

26—Marianna Hussey, 51, 4, 22

28—Sarah A. Lewis, 80, 9, 22

July.

1—*Roland W. Chase, 71, 3, 13

4—*Arthur C. Clark, 57, 8, 0

4—*William B. Swain, 89, 1, 8

11—*Josephine A. Barker, 64, 3, 7

18—Samuel C. Lamb, 83, 11, 9

August.

1—Delia M. Coffin, 80, 6, 6

5—†Amelia A. Platt, 80, 10, 19

10—†John Craig, 43, 3, 14

11—Mary E. Chadwick, 60, 3, 29

17—†Charles W. Gaylord, 49, 6, 1

In those days there was a farm house on Tom Never's Head called the Billy Ray farm, but it was torn down.

Benjamin Franklyn Folger, who was considered authority, stated that an old Indian meeting-house stood on the north side of Levi S. Coffin's farm. Old Tashma was the preacher, and he lived in a house near the foot of Bean Hill, north of the road. The door-stone of old Tashma's house is now in the rooms of the Historical Association, to which it was

donated by Miss Mary Joy, of Liberty street, before whose door it lay for many years.

The late Capt. William Baxter once stated that the first voyage around the island was made by his uncle, Capt. Jonathan Briggs, in a small sloop of 30 or 40 tons, and he told Captain Baxter that the bread used on the cruise was baked in old Mrs. Starbuck's oven, in a house on Tom Never's Head. The remains of the house Captain Briggs showed to Captain Baxter when he was a boy.

There are a few houses in the "old village" we have been compelled to pass for lack of reliable data; and the more modern houses on Main Street, were for the greater part erected between 1835 and 1850.

At one time on or near the lot where "Wanamaker's" (now owned by Louis Coffin) stands, was at one time a bowling alley.

In bringing these notes to the present date, it has been the intent to confine them as closely as possible to the "old village," and it is really remarkable how very few there are living who can give reliable data. Mrs. Valentine Holmes, now in her ninetieth year, has been helpful. She relates that she was born and brought up in the house in Polpis known as Milton Farm, now owned by Mrs. Frank Obeare of St. Louis.

At the age of 15½ years she married Edward A. Pease, and they moved over to 'Sconset, which she had never before seen and which seemed like a city to her. They lived on the Roland Hussey place (now owned by Sidney B. Folger). Later on Hussey traded his farm for a house in town (Mrs. Eliza B. Gibbs' place on Chestnut Street) with Captain Edward C. Joy. This threw Pease out of employment, and they went into 'Sconset for a while and then to Nantucket to live.

In 1849 her husband sailed for California, leaving her with the children (her oldest child is now over seventy years of age). On the voyage Pease died at Rio de Janeiro from yellow fever. Later in life she married Valentine Holmes and eventually they moved to 'Sconset and owned what is now the "Martin Box," and he "followed fishing" for a livelihood.

Somewhere in the 70's Mr. Holmes sold the "Martin Box" to Aaron Coffin for \$250 and bought the Benjamin Franklyn Folger house opposite (now "Nonantum") which was but a shell, for \$30. This he enlarged and improved, and finally opened it as a boarding house under the name of "The Franklyn House," which was continued some time.

Mr. Holmes, as well as his wife, had been twice married, and children were born to them, Mrs. Alvin Hull and Philip L. Holmes being of the number. Later they moved to Nantucket.

Others who have assisted in the compilation of these notes are George Frederick Coffin (who is an octogenarian) and his estimable wife, who lived many years in 'Sconset when "fishing was fishing" at that place. They lived at first in what was known as the "Uncle Bob Pitman" house that formerly stood "on the Bank" at the rear of "House of Lords," and was later moved where the "Bee-hive" now stands, which supplanted it some forty or more years ago, the little red house of "Uncle Bob" going to the wood-pile or helping some smaller edifice.

NOTE—Another instalment of "The Evolution of Siasconset" is in preparation. It will cover the more modern conditions of the village.

OBED GARDNER'S WILL.

Siasconset, May the 30th, 1841.

I, Obed Gardner, master mariner, now livin at 'Sconset, write down this will.

Item.—I have cruised with my wife, Huldy Jane since 1811. We signed articles in town before the preacher on Independence Day. I want her and my oldest boy Jotham to be Captain and mate in bringin to port whatever I leave and to see that every one of the crew gets the lay as writ down on this paper. I put mother in command. I know shell be Captain any way, for six months after we started on our cruise I found out that I was mate and she was master. I dont mean that she ever mutinied, but I no that whenever we didnt agree she always manovered to work to windward. May be it was all right for she could sail closer to wind than I could and could manage the crew of little ones that she had as much to do with shippin as I did. She always wanted me to do the swearin when there was any trubble. I no that when she and Jotham break bulk the cargo will be got out as well as I could do it myself.

Item.—In 1838 Captain Ichabod Worth got tired of the old Nancy Rotch and wanted to get rid of her so he got me to take a piece of her. When I saw her last she was lyin at the wharf in Valparaiso moren half full. I mean she was moren half full of oil. Mother never liked her. I want Jotham to have that piece as extra pay for what he does in settlin up my affairs for heel have to steer things while mother is takin observations, watchin the weather and lookin over things below decks.

Item.—I want mother to have the house on Union street until she goes aloft. Then I want it to go to the children in equal lays and if any child dies I want the lay of the parent to go to the parents young ones. But I don't want my daughter Belindy to have anything as long as her husband is livin. He is a lubber, but she has been cruisin with him for years. I

23—*Elizabeth G. Parker, 80, 3, 23
25—Mary J. Watson, 83, 3, 10
25—†George F. Nickerson, 75, 5, 3
31—†Joseph A. Powers, 54, 2, 3
31—*Osmond B. Fish, 84, 6, 1

September.

10—†Carolyn L. Conklin, 62, 4, 28
15—Judith J. Fish, 76, 3, 24
20—Nelson Clark, 48, 7, 9
30—Laura S. Spencer, 59, 6, 27
30—*Charles W. Bunker, 63, 3, 6

October.

2—Amy E. Burchell, 2, 10, 15
13—Elizabeth H. Chase, 89, 5, 26
14—†George M. Neall, 65, 0, 0
16—Almira Beekman, 78, 3, 20
19—David B. Andrews, 74, 2, 7
24—Patrick Keane, 81, 7, 5

November.

19—*Henry Macy, 84, 0, 15
26—John R. Raymond, 70, 2, 28

December.

3—†George P. Warren, 72, 8, 5
9—Ann E. Chase, 81, 4, 9
11—Ellen M. Porte, 60, 4, 24
19—*Elizabeth Gifford, 74, 2, 14
23—*Helen M. Belcher, 78, 5, 17
24—Judah E. Nickerson, 66, 2, 13
25—†Hannah B. Sharp, 81, 0, 21
27—†Charles F. Folger, 77, 1, 8
27—†Frances E. Glidden, 46, 6, 2
30—†Annie A. Crowley, 50, 7, 26

* Died abroad; interment at Nantucket.

† Died at Nantucket; interment abroad.

The following table shows the number of births, marriages and deaths recorded in Nantucket each year since 1892:

	Births	Marriages	Deaths
1893	49	23	92
1894	51	20	96
1895	41	28	82
1896	53	18	101
1897	39	22	73
1898	42	16	60
1899	34	17	81
1900	40	21	76
1901	43	22	83
1902	22	21	75
1903	43	11	74
1904	43	23	95
1905	51	22	88
1906	37	24	90
1907	45	12	95
1908	33	26	79
1909	48	35	89
1910	35	38	81
1911	66	26	71
1912	46	22	79.

Below is a list of the deaths recorded during the last three years, classified in the respective decades:

	1910	1911	1912
Under 10 years	5	7	7
From 10 to 20 yrs	3	1	0
From 20 to 30 yrs	4	5	1
From 30 to 40 yrs	3	3	0
From 40 to 50 yrs	2	6	7
From 50 to 60 yrs	3	14	7
From 60 to 70 yrs	14	8	15
From 70 to 80 yrs	30	17	20
From 80 to 90 yrs	14	10	21
Over 90 years	3	0	1
	81	71	79

havent got anything agin him but he doesnt no how to navigate the sea of life. I do believe if he wanted to stop a leak board ship it would be just like him to go into the hold with an auger and bore a hole threw the plankin to let the bilge water out into the sea. But Belindy likes him. Thats just like a woman. If I should give the lay out and out to her, I am afraid her husband would manoever to get hold of it. So I want mother and Jotham to put it out at interest and give what comes out of it to her until her husband ships for a corpse below decks in the grave yard. Then she can take the lay and do what she wants to with it.

Item.—I dont want my son Ezry to have anything from what I leave. All the children except him was good ones. They looked out for mother and me. He didnt take after either of us except the time he took after me with a fid and hit me over the starboard eye. He new what was to come and was smart enough to jump into Johnny Gibbs catboat, haul in the sheet and steer for the continent. When he got to Bedford he shipped as boat steerer on the old Falcon. I was glad he did. I dont know where he is now but I herd he was master of a steamboat runnin between Canton and Whampoa. I havent got any use of him and I guess he hasnt got any for me. The black eye he gave me is outlawed and I dont now lay anything up agin him, for that.

Item.—I want mother and Jotham to settle up things as soon as they can. break bulk and make a fair divide between the children. But dont forget what I have writ down about mother and Belindy. I dont think Belindys husband will make any fuss about the way I have taken care of her unless she runs head on the shoals of a lawyers office. Then look out for squalls. I hope sheel stand off if she sees a lawyer comin thort her bows.

Item.—I want mother to have half of what comes from what is left of my property besides the house in Union street. She deserves it. Every time I was around the Horn she did her duty to the young ones and I want her to have enough to live on until she goes aloft. Then I want her lay to go to the children in equal pieces except that Belindy shall only have what comes from it until her husband dies. If mother wants to marry again thats her business. I never did like to cruise without a mate, and I guess she wouldn't like to either.

Obed Gardner
Master Mariner.

Captain Obed Gardner ast us into his porch and opened his locker. He then ast us to take a drink of rum that was fetched to him from Boston by Captain George Swain, in his schooner. We done so. It was masterly warmin to our insides. Then he pulled this paper out of his pea jacket and signed it and said it was his will and he ast us to sign it as witnesses. We done so, then he ast one of us to write down what took place and as they said I was more of a skoller than they, I did so.

Jethro Coffin 2nd.
Eleazur Paddack.
Shubael Starbuck.

Can't Recognize it.

No one would think Phtholognyrrh spelled Turner, but a Vassar college girl proves it in this way. Phth as in phthisic is T; olo, as in colonel is ur; gn, as in gnat, is n; yrrh, as in myrrh, is er.—Laura R. Talbot, Michigan.

FOR SALE

FOR SALE—Fresh-dressed Poultry. 25c pound. Oliver C. Backus. Telephone 7-31. d14 tf

FOR SALE—A few fine pure-bred Brahma Cockerels. At Cherry Grove Farm. d7 tf

FOR SALE—Cottage. Content, at Brant point, formerly known as the Gurley property; has large, choice water front, large dwelling with twelve bedrooms, baths, immense living-room, spacious piazzas, etc. For inspection and further particulars call on Anthony W. Ayers. n16 tf

FOR SALE—At Beachside, a commodious dwelling; seven bedrooms and sleeping-out porch, two baths, separate laundry with set tubs; is attractively furnished; fine lawn, with bulk-head, pier, etc. For further particulars apply to Anthony W. Ayers. Agent. aul7 tf

HOUSE—The property on North Water street, known as the Easton House, for sale, furnished or unfurnished. Apply to T. C. Pitman. my20 tf

LAND For sale—Valuable tract of land on the south shore for sale. About 50 acres, having a frontage of 2000 feet, with a beautiful clean beach and continuous surf. This is the finest unbroken tract of land on the island. A. T. Mowry, Agent.

TO LET

TO LET—Furnished, in centre town, cottage of six rooms, modern conveniences, two toilets and bath, open plumbing, hot water heating, all in perfect order. Address N, this office. d14 tf

ROOMS TO LET—Nicely furnished rooms to let for the winter at reduced rates. Apply to Charles R. Pollard, real estate agent, 67 Main St. ja4 4t

FOR SALE or TO LET—Two dwelling houses. Apply to T. C. Pitman. tf

MISCELLANEOUS

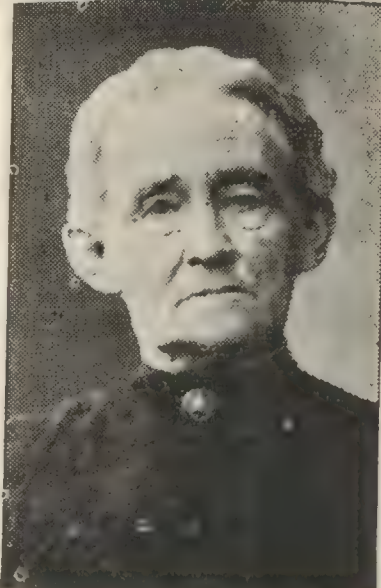
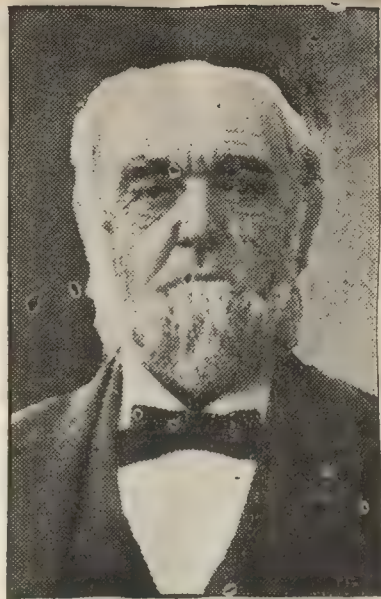
WANTED—One pair second-hand platform scales in good condition, capable of measuring 300 to 500 lbs. Reply P.O. Box 80, Town. jall 1t

LOST—Electric lineman's wire puller with two wooden blocks and coil of rope. Finder please report to P. O. Box 80, Town. jall 1t

LOST—On January 5, a Portuguese poodle. Finder please notify Mrs. M. A. Crocker, 54 Pleasant St., and receive reward. 1tt

Dividend Notice.

On and after Monday, January 13, 1913, there will be payable at the Nantucket Institution for Savings a dividend of 2 per cent. on all sums which have been on deposit six full months; and on all sums which have been on deposit the three months preceding, a dividend of 1 per cent. All money deposited previous to close of business Thursday, January 9, will be placed on interest immediately. j4 2t



Nantucket Couple Observed Fifty-ninth Anniversary.

From the Boston Globe, 4th.

Mr. and Mrs. Albert S. Clark, of Nantucket, observed their 59th wedding anniversary yesterday at the home of their daughter, Mrs. Arthur C. Clark, 137 Draper street, Dorchester. Mr. Clark will be 84 next May and Mrs. Clark 78 the latter part of the month.

A number of friends and two grandchildren, Mabel and Sarah Clark, were present. Telegrams and letters were received during the evening, including remembrances from Nantucket, where they have lived all their lives on Farmer street.

Mrs. Clark enjoys the best of health, and Mr. Clark says he feels as young as he did many years ago. The couple had just returned from a walk about Fields Corner when a Globe reporter arrived. Mr. Clark said: "The latch string is always out, just as it is down home." He said their home in Nantucket was built some 200 years ago by his great grandfather, Christopher Swain, and that his mother and grandmother once lived within its portals.

Mr. Clark has retired from laborious work. He is known in his native town as "captain" on account of an interest he has in various craft. During his conversation he said the Globe is his favorite paper, and he has read it from the beginning.

Mr. Clark has been twice around the world. He was a whaler, his first expedition lasting four years. The aged couple had many anecdotes of the sea and of Nantucket to tell the friends who spent the evening with them and partook of a family dinner.

